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Contents

The Bellingham Bay & British Columbia Railroad Company 7
The Ithaca-Auburn Short Line 25
The Savor of Old-Time Southern Railroading 36
Locomotives of the Buffalo, Rochester & Pittsburgh Ry. 46
The Scranton, Dunmore & Moosic Lake Railroad 55
The Northern Cross R. R. 58
Worth Reading 61
New Books 70
Albert William Newton 74
Frank J. Peterson 75
In Memoriam 77

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With this bulletin we are closing our publications for the year. We are also introducing the literary effort of our member Fred Jukes, who, with two others, has produced a very interesting and complete account of the Bellingham Bay & British Columbia R. R., a road located in the far northwest corner of this country. To some, this road may have been just another of those logging roads in the Pacific Northwest but, after reading the account presented by the authors, I think that all will agree that this little road, whose tonnage was chiefly the products of the forest, was much more than a logging road, in fact it played an important part in the development of that section and must have been an interesting road to follow. To many, the photographic work of the author, needs no introduction; now you will have a chance to enjoy his literary efforts.

Two additional members are making their first contribution to our publication. Dr. Jesse C. Burt, Jr. has presented a paper on early railroad days of the old Nashville & Chattanooga R. R. These are based on papers presented at the meetings of the "Old Guard" and I'm sure that our members will enjoy them. The other member is Mr. John D. Denney, Jr., who has given a very complete account of the Ithaca-Auburn Short Line, the little railroad operating between those two places in New York State. Like many another small road, the private automobile and the truck have ended its usefulness until now it is only a memory. Incidentally, this paper was edited by your new Assistant Editor.

Two other papers close the main "consist." Stewart Graham has given us a brief account of the Scranton, Dunmore & Moosic Lake R. R., a road that served Scranton, Pennsylvania for only a very short time, as a steam, later as a trolley road and to those of you that have enjoyed

the Allen papers on the Railroads in McKean County (Pa.), you may be interested in the roster of locomotives on the Buffalo, Rochester & Pittsburgh Ry., prepared by your Editor.

And lastly, we wish to welcome to our Publications Committee, our good friend and author in his own right—Mr. Frank P. Donovan, Jr.

Some Notes and Corrections

Subsequent to the publication of our Bulletin 83, the following corrections and additions can be made by our members owning copies of this publication.

Series I—page 21; the scrapped data may be added:
Scrapped 1895: Nos. 11, 14, 15
1896: No. 13
1897: 12, 16

Series II—page 56; The Shay geared locomotives were numbered 1901-1903. They were all alike and the construction numbers are correct, as given for 1901 and 1902. The construction number for the 1903 is 824.

Series III—page 67; Engine 7315 should be deleted from the 1929 scrap list since it was sold to the AQ&W in 1917.

page 83; Engine 3565, not 3563 was converted to V4a Engine 3551, contrary to current records of the Company, is still in service at North Bay.

We regret these corrections could not have been included in the bulletin.

At the suggestion of one of our members, your Society has undertaken the listing of all of the locomotives built by the New Jersey L & M C. and the Grant Locomotive Works, of Paterson, N. J. If any of our members have records of any of the locomotives built by either of these concerns, other than those that have already appeared in our bulletins or appear on rosters which they have purchased from the Society, we would be glad to have your assistance in preparing this list. We are especially interested in procuring any construction numbers that you may have. This work is being undertaken by Mr. F. Stewart Graham and will you kindly address your replies to him.

Lastly, to those that are interested in adding to their libraries, our Curator, Mr. J. W. Merrill, will be glad to furnish you with a list of books that the Society has for sale.

The Bellingham Bay & British Colombia Railroad Company

FRED JUKES - PHILIP VAN WYCK - BRUCE B. CHEEVER

To all who are interested in railroading and especially to those of us who have seen the changes that have come over railroading since the late eighties, there is apt to come at times a sense of wistful longing at the loss of something, whether it be the little engines with the big stacks, the fragrance of the wood smoke from the tail end of the train on a quiet summer evening, the ability to distinguish one builder's locomotive from another's at a glance, the abandonment of so many of the roads we used to know or work on, or just the universal trend towards size and efficiency. For better or for worse, the old order is gone, and it is only natural that we, who are interested in the early days of railroading should see that it shall not be forgotten. Hence this brief sketch on the once busy little road in the farthest northwestern county of the United States.

Our story begins on December 15, 1852 when the first white settlers, Henry Roeder and Russell Peabody, landed at the foot of Whatcom Falls at the present site of Bellingham, Washington. At that time the whole area bordering upon the Puget Sound region had the appearance of a continuous forest reaching as far as the eye could see. The coastal plain and the foothills of the Cascade mountains were covered with virgin timber, Douglas fir, Western red cedar, and spruce, all of huge size. The California gold rush had stimulated Northwestern lumber production. To Roeder, Whatcom Falls provided the necessary power for a mill; nature provided the raw material, and Bellingham Bay could provide the necessary transportation facilities to the California markets.

Within a year's time coal veins were discovered in the vicinity. By 1854, after samples had been sent to San Francisco, California, capital secured control of the claims and formed the Bellingham Bay Coal Company to develop the deposits. Thus we find the beginning of Sehome and the Sehome mine, located a short distance to the south of Whatcom Creek and the Falls. To the west of the falls, the mill settlement was known as Whatcom. The Fraser River gold discovery in 1858 made the little Bellingham Bay communities boom-towns over-night. They became the outfitting headquarters for the gold rush; however, the prosperity was short lived for the British diverted the traffic to Victoria by requiring that the miners apply in Victoria for a license before going to the Fraser.

Thereafter the communities settled back to their modest beginning, a mine and a mill. From an estimated transient population of 8,000 in 1858, the population dropped to 20 families by 1879. The mine had operated with varying degrees of success until 1867 when it was sold to a California syndicate headed by such men as D. O. Mills, of Virginia and Truckee fame, W. C. Ralston, Lloyd Tevis, Alvinza Hayward, and others. Pierre B. Cornwall became the managing agent and later,

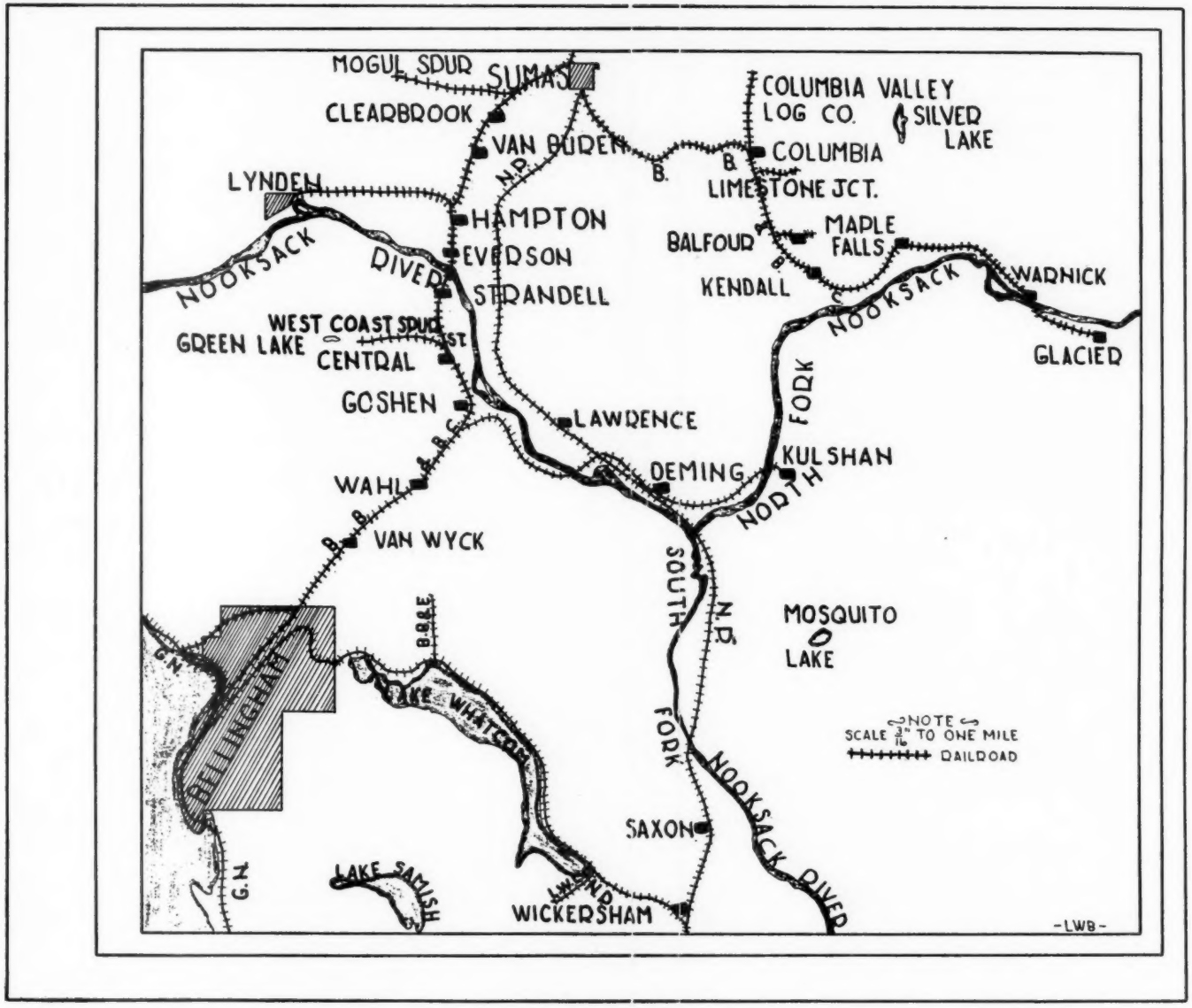
through Mills, became an important stockholder. In 1867 there had been a serious fire at the mine necessitating the flooding of it. Again in 1868 there was a second fire; however, the new owners restored the mine and eventually pushed its production to 1400 tons per month. In 1872, a horse tramway was constructed from the present site of the B. B. & B. C. (Now Milwaukee) roundhouse on the cliffs of Sehome hill to the bunkers on the waterfront located near the site of the old E. K. Wood mill. The official history of the Milwaukee Railroad credits this as being predecessor trackage of the present Milwaukee system in the State of Washington. Operations continued until 1878 when it was decided to abandon the old Sehome mine which by that time extended well out under the waters of Bellingham Bay.

In the meantime the scene shifts to the syndicate's other holdings, the Mount Diablo coal mines of the Black Diamond Coal Company located near San Francisco Bay and the Black Diamond Coal mines located in the foothills of the Cascades southwest of Seattle. After operating the Mount Diablo mines for a number of years, the depth of the workings plus the cost of dewatering the mines became prohibitive. Therefore, in 1884 the Diablo mines were closed down and operations shifted to the Black Diamond mines near Seattle. Later two locomotives from the Mount Diablo mine were transferred to the B. B. & B. C.

But back to Bellingham Bay and its high hopes. In 1871 the Northern Pacific, backed by Jay Cooke, commenced construction of its line from Kalama on the Columbia River to the Puget Sound region. All of the towns bordering on Puget Sound had high hopes of being selected as the terminal site, but the crash of the Jay Cooke banking house in the fall of 1873 ended Whatcom's hopes, Tacoma being favored by the backers of the Northern Pacific. However, all was not lost for the Canadian Pacific soon selected the Fraser River Valley in British Columbia, as the last leg of its transcontinental route. To the people of the Bellingham Bay area this meant a transcontinental connection at last.

Cornwall and the California backers of the Bellingham Bay Coal Company, which had retained its large real estate holdings in the area after closing down the Sehome mine, acted. On June 21, 1883, the Bellingham Bay and British Columbia Railroad Company was incorporated in California with capital stock of $1,000,000. Ownership was closely held; as late as 1906 there being only 16 stockholders.

The summer of 1883 was one of activity, surveyors were busy laying out the line. Graders were clearing a new townsite at Sehome. A new wharf was being constructed. Optimism was rampant on Bellingham Bay. The local editor compared Whatcom with New York to the detriment of the latter. Winter halted construction, but on April 7, 1884, the long and painful birth throes of the little road began. At 7:30 p. m. in the presence of the assembled townspeople, Mrs. H. Hofercamp turned the first sod on the grade for the B. B. & B. C. railroad. The grade began at the Sehome wharf extending up a heavy grade along the cliff over the abandoned Sehome mine and through what later became the yards and shops of the company, located on the street now known as "Railroad Avenue" in Bellingham.

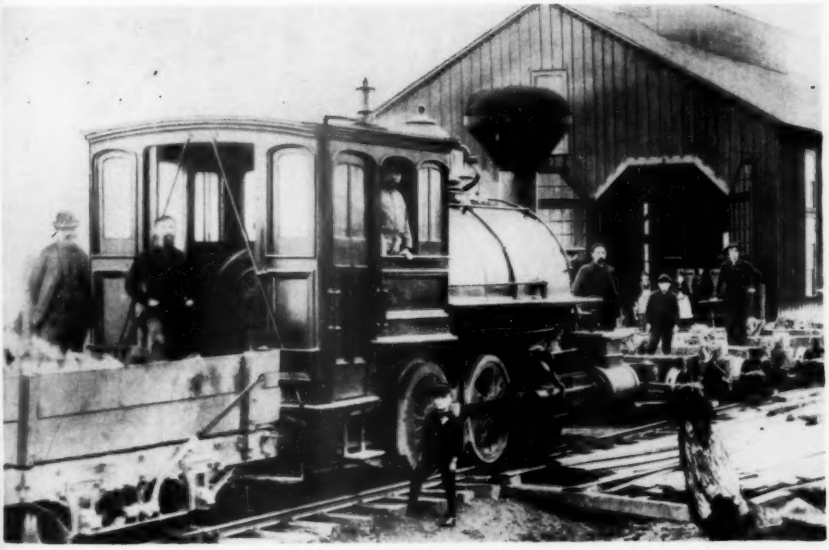


MAP OF THE B. B. & B. C.

B. B.
Mann,

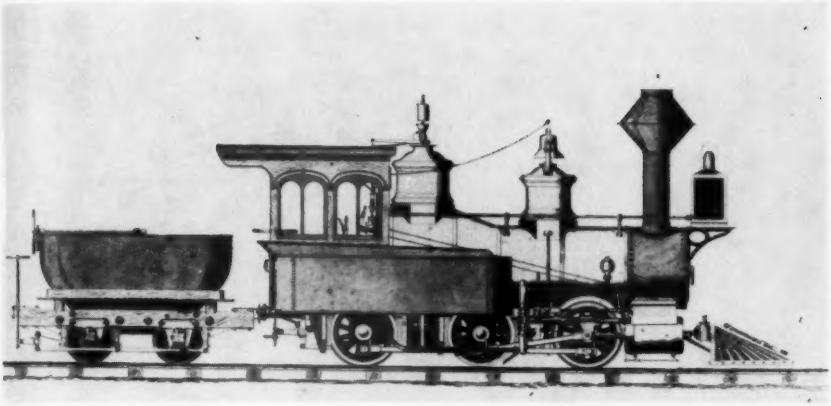
Miss Anne Byrne Collection

Eng. 1, B. B. & B. C. and work train during early construction of the road. Copy of old photo.

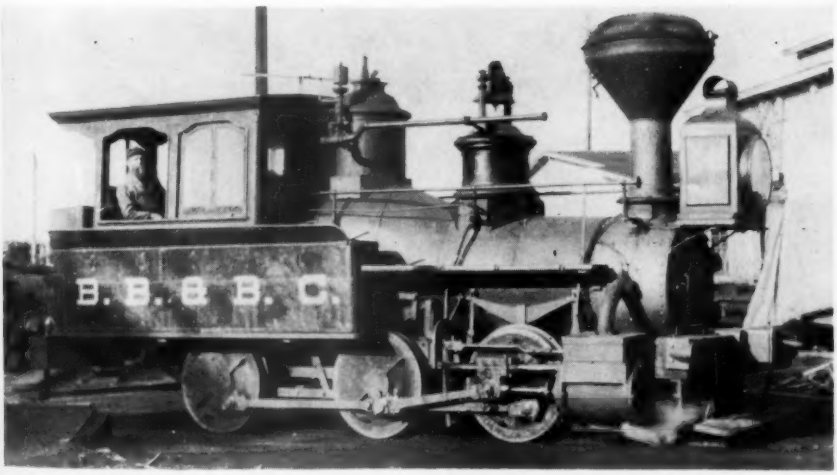


From Cecil Morse Collection

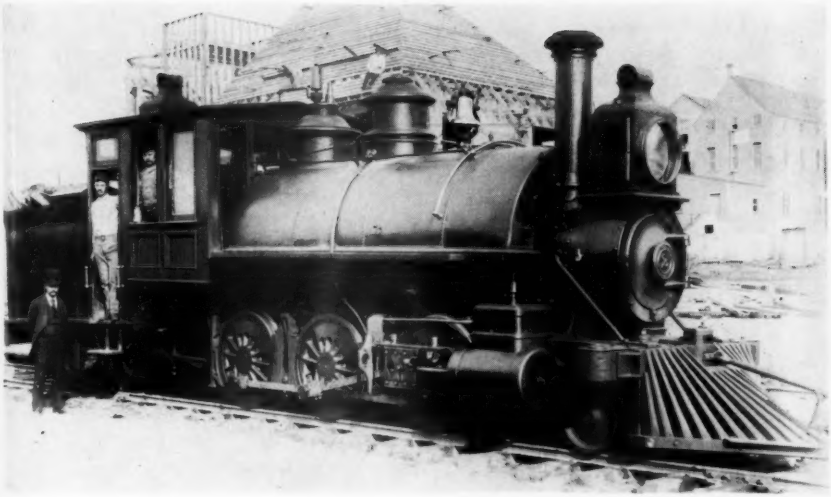
B. B. & B. C. Eng. 2, with coal "Jimmy," as bought from Black Diamond Coal Co. Harry Abbott, Eng., Billy Mann, fireman. Copy of old photo made in 1889 at the B. B. & B. C. Shops. Logging trucks in front of engine.



Drawing of Booth's Standard 0-6-0 design of which a number were built. B. B. & B. C. Eng. 1 was one of these. This drawing was made in the early '70s by a 16 year-old boy Emil H. Elmguist of San Francisco. Copy by Fred Jukes.

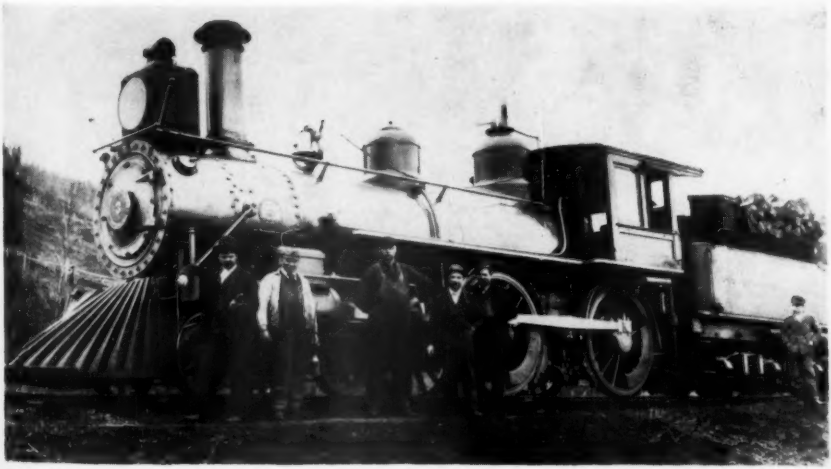


B. B. & B. C. Eng. 1 at the "Big Mill" of the Bellingham Bay Improvement Co. in 1902. Engineer Billy Mann in cab window. Photo by Jukes.



Fred Jukes Collection

B. B. & B. C. Eng. 2 after conversion from 0-6-0. Station at Bellingham (then New Whatcom) under construction in 1892. Master Mechanic Nevins (standing on ground) Eng. Harry Abbott in cab window.



From A. M. Clark Collection

B. B. & B. C. Eng. 3 at Sumas, Wash., in 1898 when all the road's engines were burning wood.
As it came from B. L. W.

Within a few months, the bark "GERMANIA" arrived with 250 tons of rails. On June 13, 1884, Judge James Heacock drove the first spike. By the end of the month, the bridge over Whatcom Creek was nearing completion. However, after the first two miles of track had been laid, construction lagged.

Several reasons for this may be advanced. First, the depression of 1885-86, but perhaps of greater importance was the fact that the Canadian Pacific had an exclusive franchise in British Columbia. Hence, it was in the position of being able to choose its own route and select the connections that it would agree to make with other railroads. Thus the B. B. & B. C. was placed in the position of desiring to make a connection, but not being able to force the issue. In July, 1886 the Canadian Pacific reached Vancouver, its Pacific coast terminal.

In the meantime, in 1885, Cornwall had appointed the Reverend I. M. Kalloch, a former mayor of San Francisco, superintendent. Kalloch retained this post until 1887 when Alec Van Wyck took over the post due to ill health of Rev. Kalloch. In 1888, M. L. Stangroom was appointed superintendent, Alec Van Wyck becoming assistant superintendent.

In 1888 the Canadian embargo was lifted. Cornwall had expected to join the Canadian Pacific at Fort Hope, but the Canadian Pacific decided to build a line to the border at Sumas, thus forcing Cornwall to build to this point.

The fall of 1888 marked the turning point in the struggling B. B. & B. C. The old "Germania" arrived with two locomotives, formerly the property of the Black Diamond Railroad of California. Soon they were re-erected. On October 11, 1888, the "D. O. Mills," number 1 of the B. B. & B. C. became the first locomotive to operate in the Bellingham Bay country. Shortly thereafter, the Number 2, the "Black Diamond," was placed in operation.

Construction continued in 1888 and by April, 1889 the road proudly claimed 3½ miles of track, 4½ miles of grading, 5½ miles of slashing. When one realizes that slashing involved the cutting and removing of virgin timber and stumps that ranged up to about 10 feet in diameter, the scope of the problem become apparent. In addition, 3 miles of rail was on the ground and 12 miles of rail was en route.

In passing, mention should be made of the other local railroad projects of the period. In the middle '80's the Bellingham Bay Railroad and Navigation Company was actively promoting a line from Seattle to West Westminster on the Fraser River. This project eventually collapsed. A few miles to the East, the Seattle, Lake Shore and Eastern was building north from Seattle to Sumas where connection was made with the Canadian Pacific in 1891. This eventually became part of the Northern Pacific system. In 1888-89, Nelson Bennett, the contractor who built the Northern Pacific Cascade division, planned and built the Fairhaven and Southern Railroad and the New Westminster and Southern providing track between Burlington, Washington and New Westminster, British Columbia. These later became part of the Great Northern Line between Seattle and Vancouver.

Returning to the B. B. & B. C., 1889 saw Cornwall pushing the construction to the Nooksack River. In July the contracts were let for 25,000 ties and for grading to the river. In 1890 Dan McGilvray was awarded the contract for the grading from the crossing of the Nooksack to Sumas. Fifty pound rail formerly used in the construction of the Canadian Pacific was used on much of the line.

The following advertisement, in the Fairhaven Herald of September 27, 1890, indicates the progress that was being made:

B. B. & B. C. Railroad

Arrivals and departures of trains on the B. B. & B. C. R. R.
Until further notice, mixed trains will run as follows:
Leave New Whatcom at 8:00 a. m. and 3:00 p. m.
Leave end of tracks at 9:15 a. m. and 4:15 p. m.
Sundays (passengers only) at 9:00 a. m. and 2:00 p. m.

M. L. Stangroom, Supt.

The old one-spot and two-spot were having a busy time. Passenger traffic was handled by a side door combination caboose. 1890 also saw the organization of the Bellingham Bay Improvement Company. This company backed by Cornwall acquired the timber and coal holdings of the B. B. & B. C. Railroad and proceeded to build one of the largest lumber mills on the coast. For many years it furnished a significant part of the freight business of the little road.

1891 was the banner year. On March 1, 1891, the line extended to Sumas, 23 miles from Bellingham Bay. Several weeks later, the Canadian Pacific reached Sumas and the junction was made. Cornwall had negotiated an agreement with President William Van Horn of the Canadian Pacific with the result that on May 28, 1891, the first Canadian Pacific train entered New Whatcom over the tracks of the B. B. & B. C., making New Whatcom the Canadian Pacific's American terminus. Two additional locomotives, No. 3 and No. 4 and a combination baggage coach and two passenger coaches were acquired.

Several months later, the first overland train en route from Montreal to Seattle reached New Whatcom via the B. B. & B. C. tracks from Sumas. Its arrival was made the occasion for a big celebration. Elaborate preparations were made. An arch was erected over the tracks, flying an American flag on one side and the British Union Jack on the other. Arrangements were made to have the train pass beneath an arch of water directed by two of the city's hose companies, one on each side of the track. In anticipation of the event and, perhaps, owing to the rivalrous spirit of the boys who had fortified themselves with liquid fuel, the inevitable happened. One outfit started their stream of water with the result that the other hose company was soused. The train, with its open windows and its seats filled with prominent British and Canadian officials, was forgotten and on this pleasant summer day water poured through some of the CPR's finest sleeping cars. Of course, official apologies were tendered, but about that time some ardent patriot discovered that the British flag happened to be a few inches higher than the American. Shouts went up for a ladder, down came the flag, and to

the horror of the distinguished guests, it was trampled on. Needless to say, the incident became a matter of international concern. Some old-timers claim this resulted in the cancellation of the rumored purchase of the B. B. & B. C. by the Canadian Pacific and the end of New Whatcom's hopes of becoming the American terminus of the CPR.

In spite of the incident, Canadian Pacific trains continued to use the tracks. Old-timers remember when the Ringling Circus came to town, arriving in five sections, each pulled by a trim, handsome Montreal built CPR 4-6-0 with round roofed cab and slat pilot. The CPR engines made quite a sight tied up in front of the machine shop and elsewhere on Railroad Avenue. In 1894 through sleeper service from Seattle to Minneapolis was inagurated via the B. B. & B. C., the CPR, and the Soo Line.

The first engines were manned as follows:

"D. O. Mills" engine 1.—	Harry Abbott	engineer
	Wm. Mann	fireman
"Black Diamond" engine 2.—	Chas. Bagley	engineer
	Martin Olson	fireman
	Bert Thomas	conductor
	George Curtis	conductor
	Harry Gilbertson	brakeman

In passing, we must pay tribute to the growing roster of faithful employees. Jack Treutle was the first engineer on the three-spot. William Storey and later, Charles Welcome came from the Northern Pacific as engineers. William Marmont was another of the early engineers. William Evans served as brakeman and conductor.

Later roadmen were engineers Berlow, Al Hanson, James Moore, A. D. Hunt; firemen and promoted engineers Norman Richardson, Charles Hammill, John McGahan, R. Heberden, and R. C. Ferris; conductors Jim Carmen (later with the Great Northern), Bert Branin, Tupper (Charlie) Vance, Charles Sears, Frank Elliott, Ralph Jones, Al Leach, Harry Hart, Fred Treutle, and Frank Martin. These men were a competent group as evidenced by the daily emergencies that beset them on the busy little railroad. Frequent minor and occasional major wrecks and derailments were the order of the day, but few lives were lost due to the vigilance and skill of the train and engine crews.

The depression of the '90's struck just as the road was beginning to operate on a sound basis. Further construction was postponed. Service maintained at a bare minimum. Lumbering, the principal industry of the area was hard hit. By 1900 the tide had turned. J. J. Cryderman, the company engineer, surveyed a proposed extension from Sumas over Hannegan and Whatcom passes to the eastern side of the Cascade Mountains. Construction of the extension of the main line from Sumas to Glacier, a distance of about 22 miles, was begun and rapidly pushed to completion. The line over Hannegan Pass was never built. Then, in 1903, a 5-mile branch was constructed from Hampton to Lynden. The Glacier line tapped rich virgin timber and mineral resources of the Mount Baker area, while the Lynden branch opened a rich agricultural area. The main line from New Whatcom to Sumas was laid with 60-pound rail, from Sumas to Maple Falls with 56-pound and from

Maple Falls to Glacier 60-pound. The Lynden branch used the original 50-pound rail that had been previously used on the main line.

Traffic statistics published in the 1906 report of the Washington State Railroad Commission illustrate the traffic pattern of the road. (Figures for the year ending June 30, 1906.)

Freight Tonnage Movement by Commodities

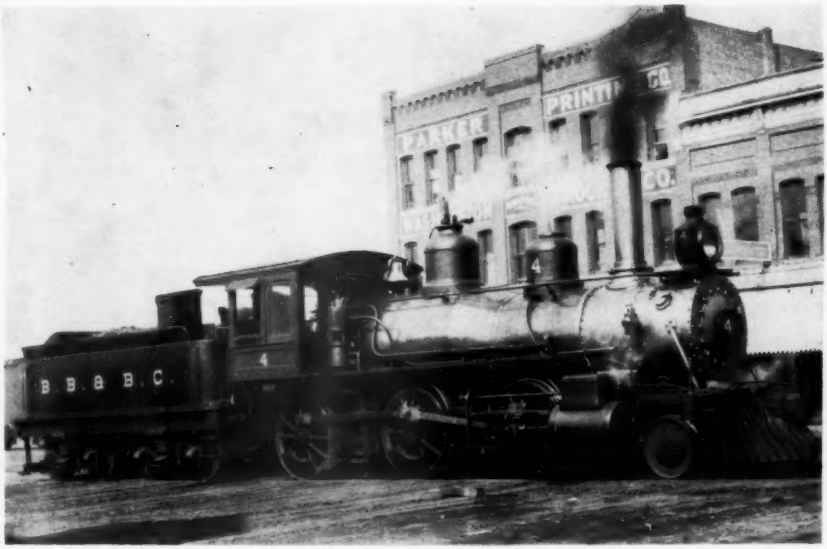
	Percent of Total	*Tonnage*
Logs—piles—shingle bolts	54.08	128,870
Lumber—lath—shingles	30.05	71,601
Bituminous coal	3.10	7,396
Merchandise	2.78	6,614
Miscellaneous	9.99	23,821
Total	100.00	238,302

Statistics of Freight Traffic	
Mileage of revenue freight trains	38,129
Tons carried	238,302
Ton-miles	6,155,916
Average haul	28.83
Average revenue, cents per ton-mile	2.346
Statistics of Passenger Traffic	
Mileage of revenue passenger trains	52,960
Number of passengers	78,789
Passenger miles	2,067,054
Average haul	26.30
Average revenue cents per passenger-mile	2.747
Freight Movement	
Mileage loaded freight cars moving north	99,463
Mileage loaded freight cars moving south	267,453
Mileage empty freight cars moving north	213,456
Mileage empty freight cars moving south	41,589

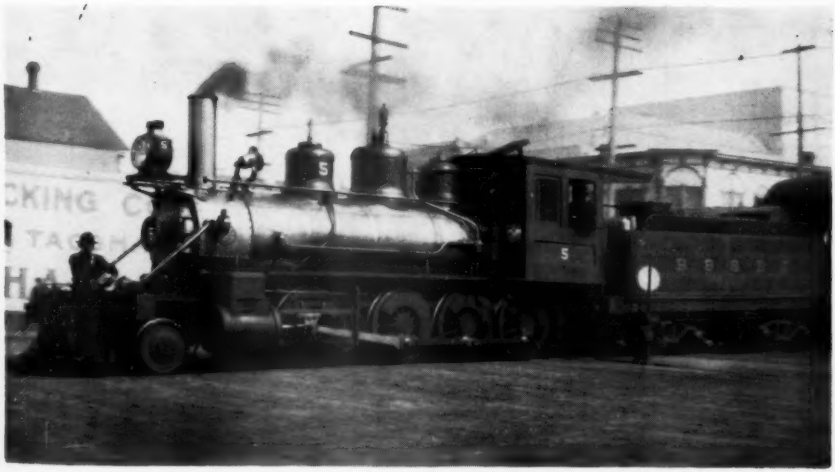
Before continuing the historical chronicle of the road, let us view the main line through the eyes of the fireman on engine Three, train One, in 1906, some forty-four years ago, in the heyday of passenger service. At 3:00 p. m. the fireman has "showed up" at the little five stall roundhouse perched on the cliff high above the tide flats and filled-in land at its foot. Originally four stalls, a short fifth has been added, crowding the Bellingham Bay and Eastern track which runs parallel and a little above through the alley on to a high trestle at the south end of the B. B. & B. C. roundhouse.

This short stall houses the One-Spot or, at times, the B. B. & E. No. 2, a little 2-4-0 deckless Grant, a one-time passenger hauler, but lately pulling logs on the Woodlawn branch on Lake Whatcom. Occasionally the B. B. & B. C. No. 2, a clumsy 0-6-0 tank tender, uses it.

All engines face the table pit, a wood truss "Armstrong" affair. Just to the west, the main line drops at 2% to Sehome Wharf, the Big Mill with its extensive trackage and log dumps, the waterfront yard, and the Great Northern transfer.



B. B. & B. C. Eng. #4, was a wood burner for many years. Photo by Jukes in 1908.



B. B. & B. C. Eng. 5. Photographed at Bellingham in 1906 by Fred Jukes.

B. B. & B. C. Eng. 7. Photo by Fred Jukes in 1908.

Van Wyck Collection

B. B. & B. C. Eng. 8 and log train. B. B. & E. track above at the rear.

Showing size of logs brought in to Bellingham in the '90s. The type of logging truck shown here is no longer used. Photo made in 1892, Jukes Collection.

Van Wyck Collection

B. B. & B. C. Station and Office 1906, with Eng. 3 and Train. Bellingham, Wash.

On this particular day in early summer, the Three and the Six are in the roundhouse. The One-Spot is working at West Coast, a logging and sawmill operation west of Central, with atrocious track, old street car steel, antique diamond target switch stands, and no ballast. The Two-Spot is on the McCush logging line out of Columbia, the Four on a work train on the Mogul branch west of Clearbrook, the Five on the "Lynden Local," trains 4, 5, 6 & 3, the Seven is yard engine and pusher, and the big "Eight" hauling a heavy log train, is storming Goshen Hill about now with "Fat" Heberden forking a ton of Carbon Hill into her white-hot fire box every eight minutes as she roars through the reverse curves below Goshen. By this time the road had changed from wood to coal fuel.

The fireman dons his faded and patched blue overalls and jumper, draws valve and engine oil, kerosene and signal oil, and white waste. He drains and fills the brass column feed lubricator, fills the long oiler, then cleans and fills the gage lights with signal oil, polishes the jacket, and lastly climbs up on the front end and carefully lifts out the headlight from its modern cylindrical case. The reflector is polished till it shines, using radial strokes in the direction of the rays, a "trade secret" in headlight care, and the reservoir is filled with kerosene.

Before this, a quick look in the fire-box has shown that the bank, left on arrival at noon, was still intact. No leaky crown bolts were apparent. All flues were dry. The eight inch pump is started slowly. A couple of small shots of valve oil are sucked into the air cylinder, the drain cocks are closed, and air pumped up to the ninety pound mark.

About this time Engineer Richardson arrives, signs the register, and with cylinder cocks blowing, rolls the Three out of the house, over the table to the sand house, where several buckets of sand fill the sand box. The fireman then shakes the dead ashes into the ash pan, lifts a long hoe off the hooks on the left tank sill that holds the "stake" used to pole cars on adjacent tracks, crawls under the links and "hoes the pan," an unpleasant and dirty job of the good old days. The bank has been broken down and spread, and with a light blower, is burning white, ready for a shovel full or two of Puget Sound semi-lignite. In the meantime, the engineer has finished "oiling round" and the Three moves with melodiously clanging bell through the stub switch and up the main to the stand pipe, still on the "two per cent" (2.08 to be exact) that prevailed up from tide water. A little later an entire log train was to get away here and sail down into the Bay, luckily with no loss of life.

To the left are the machine and car shops, where all repair work is done and much new equipment is built under direction of the very able master mechanic. The "rip" track parallels the "main" on the left, and to the right are the "middle" and "house" tracks, making a three city block long yard gravity switching job from the top, or hard "kicking" from the bottom, with all hand brakes clubbed.

The station on the right of the house track is a latter Victorian edifice of the boom days. It concomitantly had a hotel of the era just above it, which has ceased to function. A baggage-mail-express car and three open platform red coaches stand in front of the depot on the

grade. Three express refrigerators are being placed ahead of them by the yard crew for the C. P. R. at Sumas.

After taking water, the Three puffs up the grade two blocks to the three way stub switch at Holly Street, the "Main Street" of Bellingham, stops on the street car crossing and backs down to the train. It is a little after four o'clock. The fireman now has a few light chores to do, such as shoveling coal ahead, and wiping the Russian iron jacket of the Three. If rain threatens, a coat of signal oil is applied. The graphite paint on the front end is polished, and the bell polished. The "logger" comes into town with the Eight at the head end.

People are passing down the platform; truck loads of baggage, and milk cans are going through the open baggage car door. The gauge nears 140#, and the three valve Monitor is primed, then throws cold water into the boiler until the glass is three-quarters full. The engineer walks back to the engine, drops a little oil on the guides, then receives the orders from Conductor Kibble, and the "high sign."

With the lever in the front corner, the throttle comes back as the train crew lets off all hand brakes, and the Three "walks" the heavy train up the grade to Holly Street a block away. The fireman manages to pull the bell cord in the intervals between several "fires," and gets on his seat box as the street car tracks are crossed, watching the horse-drawn traffic carefully. "These fool drivers, you never can tell what they'll do." A slight down grade for two blocks, with the "Power House" siding at the right (named from the days when the street railway power house was located near its north end) and the "Passing Track" at the left, then around a curve to the left, and over the bridge across Whatcom Creek with a steadily rising grade ahead.

The fireman is now down on the deck, firing steadily, a scoop at a time, "one to the right, one to the left, spread one under the door." On each "fire" a glance at the stack. The exhaust is cracking like a machine gun and deepens in volume as the street car line is crossed again at Kentucky Street and the N. P. transfer comes alongside. A low boilered deckless "hog" is churning up the hill ahead of a string of log flats on the N. P. (ex-B. B. & E.) grade. Its fireman, equally occupied, gives a quick wave as he swings from the gangway to look at "his" stack.

The grade increases to nearly two and three quarters percent, the exhaust blasts grow louder and slower, and we pull by Iron Street and through a long curve up to the doubling siding at Summit, high above Bellingham.

The bar comes back to three or four notches from center, and the throttle goes in to ease up the pressure on the balanced slide valves to the optimum running condition. We curve to the right down a two percent grade to Squalicum "bottom," crossing the creek. In a few years the main line will branch off here and go down the creek to the north end of the Bay, and the hill we have just come over will not be crossed by rails above Pride's cannery. Thick underbrush will swallow all traces of the old track, where the little engines fought hard to lift their drags.

A one and one-half percent pull takes us up through Dewey, and we level off through Van Wyck station, named after the fireman's father. Stopping here, we unload milk cans and many passengers who have done their shopping in Bellingham between trains. Then by "Noon Number One" and "Two," sawmill spurs, and up the sharp pitch of Cougar Hill, better than one percent, passing the spot where the Six dropped her crown sheet the previous fall. We stop at Wahl, where a country road leads off to prosperous farms and cutover lands.

Next we come to the top of Goshen Hill, the bane of firemen on the southbound freights. Two percent and better, it drops down to Goshen Flat where the station and side track are located, and then down another steep pitch and through a double reverse curve above the Nooksack river. Several years later, the Kulshan branch will be built from here. Through Welcome and up the Middle Fork of the Nooksack, heavy log trains will originate in this area from the logging railways of the St. Paul and Tacoma Lumber Company. A calf gets on the track and pays no attention to the "cattle alarm." The engine slows down and the fireman runs out along the running board, down the "long-nosed" pilot, off the angle iron step, and chases the calf, who chooses to remain on the track until he reaches the cattle guard at the foot of the hill, when a badly winded fireman "flips" the high step and climbs back into the cab, to buckle down to steady shoveling as the Three steps out to "sixty" and gets back on schedule.

No passengers for Central today and the "local" is late, to be met up the line. The "West Coast" logging line stretches away to the west. We pass Millerton, a lonely side track, with nothing left to show that it was a busy terminus in 1891 with stage service to the Nooksack ferry and on to the Boundary.

Strandell comes in view, with Engine Five and Train Six, mixed, in the siding. Here we cross the "Nordstrom" railroad, a logging line of some seven feet gage, operated by a homemade locomotive which stands by the log deck of the Nordstrom mill. It is a 2-2-0, a two-drum logging "donkey," with chain drive to a pair of spoked poney truck wheels, which originally belonged to Engine Four. A sprocket on the haulback drum gives a "high" speed with the empties. The "tender" is a flat car with a peaked roof to keep the wood dry, a la Camden and Amboy "old timers."

After doing our station work, we pull up the grade to the long drawbridge over the wide Nooksack River. Years back sternwheelers came up here and beyond. We pass the water tank and stop at Everson, a busy town with farms and shingle mills tributary to it. Then comes Hampton where the Lynden branch runs due west down through the rich alluvial Nooksack bottom land to the busy farming and mill town of Lynden. We pause briefly, and then roar away through Van Buren to Clearbrook, stopping to fill the tank as the hills have taken heavy toll of coal and water!

A wooden rail tramway used to run to Northwood mill west of here, said to have been worked by a box-cab engine, possibly a Climax or old Porter dummy. "Mogul spur" branches off a little to the north

and runs into the big timber. Heavy trains of logs originate here along the boundary. We see the afternoon N. P. passenger across the fields to the east as we race on to Sumas over level country, passing Haverstick spur, another logging operation. At a road crossing here we hit some forty pound ex-street car steel, where a little later this fireman and Lon Hunt are to hit a cow with Engine Four on a Sunday passenger and go in the ditch.

We head in the west leg of the wye, and back down to Sumas, taking several ton buckets of coal in the move, and stop at the platform for Customs' inspection. We then back across the boundary to Huntington, B. C. The N. P. Passenger is in, and the C. P. R. Forty, a trim 4-4-0 with copper firebox, brass flues, and copper topped stack, stands at the head of the train for Mission Junction where it will connect with the "Overland" eastbound, and then go to Vancouver.

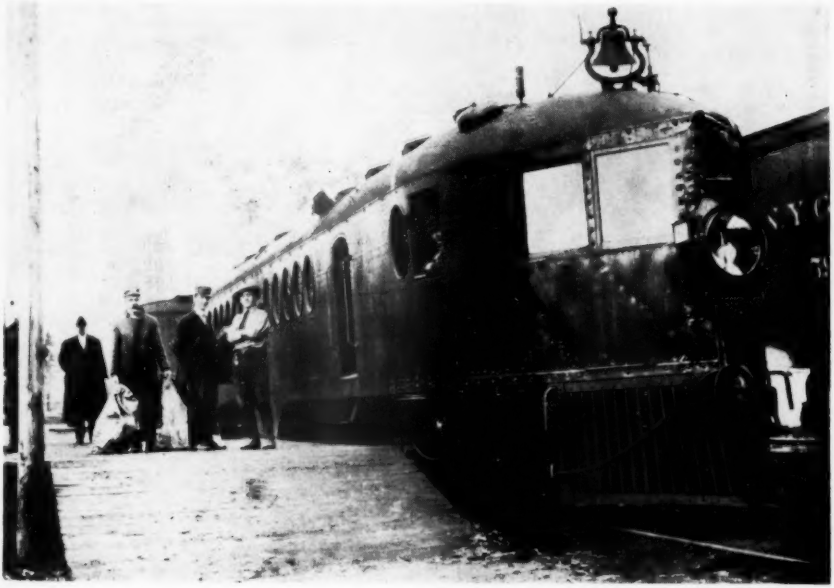
After an hour in these busy surroundings with Sumas Prairie stretching back to snow covered peaks in front of us, we get the highball for the finish of our trip. With headlight burning, we pull out through the east leg of the wye, past busy saw and shingle mills, through Lamberton to the entrance of Saar Creek Canyon and the start of the "Big Hill." For four miles the grade will vary from three to three and one-quarter percent. The exhaust echoes from the steep canyon walls. If it were full daylight and the fireman weren't shoveling coal steadily, an unparalleled scenic view would be his to behold. A rumble tells him that Bridge Four, in itself a noteworthy scenic attraction, is being crossed. The cab rolls to the right and left in the sharp reverse curves of the canyon. Stops are made at Nicolay and various logging camps and spurs. Finally Hill Top and Columbia are reached; the fireman can catch a breath of cool mountain air from the gangway.

At Columbia, the McCush logging railway branches off, then comes Kendall, a busy town, near which a heavy limestone industry will spring up later. Now the bar drops down for the "two point two" into Maple Falls, a busy logging town. The bridge over the Nooksack shows up in the headlight's yellow beam as water is taken, then we pound steadily upward through the dusk, past mills and camps, heavy timber, and along the roaring Nooksack River, cold and milky from its glacier high up to eastward, to Glacier.

At Glacier, the turntable and one stall engine shed is passed, and Number One pulls up alongside the station platform, with the Three's pilot near the end of track, above Glacier Creek. This is the terminus. None of the grandiose dreams of the boom days of building to the Okanogan valley and on to Spokane, ever materialized. When we leave on Number Two at 7:00 a. m., the pack trains with horseback loads of goods for the mines, secured by expertly thrown diamond hitches, will be leaving in the opposite direction up the steep canyon trails, past the Nooksack power plant, past Mount Shuksan and Mount Baker, for the dim and little known interior of Whatcom County, the high backbone of the Cascades. Pioneer days, indeed! But they were rapidly passing.

Within a few months, the company procured and placed in operation

Elk St., Sehome (now part of Bellingham) Wash., showing the first trackage of the B. B. & B. C. Copy of old photo made in 1888.



Van Wyck Collection

B. B. & B. C. McKeen Motor Car #2 at Lynden, Wash., about 1908. Bob Ferris Engr., Joe Kibble, Condr.

a fine new 70-foot McKeen car, the M-2. Powered with a 250 h. p. motor, the car operated on the passenger runs between Bellingham, Lynden, and Sumas. Heavy grades on the Glacier line prevented its use on this run.

Times were changing. The old timers who had struggled to build the company were passing from the picture. J. J. Donovan who had been named general superintendent and chief engineer in 1898, left in 1906 to devote all of his time to the company which was to eventually become the Bloedel-Donovan Lumber Company, one of the world's greatest. D. O. Mills and P. B. Cornwall came to a parting of the ways. Mills succeeded in preventing Bruce Cornwall from becoming president of the B. B. & B. C. and in his place installed H. H. Taylor. After the Mills interests moved from San Francisco to New York, people felt the loss of the personal touch that had been so characteristic of the early days.

Throughout this period of the road's history, it remained one of the few independent lines in the state; however, the local citizens still held high hopes that some day—somehow, Bellingham would become a terminus for an important railroad. Local newspaper headlines of July 17, 1908 were typical, "U. P. and C. P. R. TO TAKE OVER B. B. & B. C." Needless to say, the proposal never materialized; but the line still continued to serve the local area.

August 1908 was an eventful month. A serious forest fire swept the Glacier area. On the 20th, the local paper reported "After a day of the hardest firefighting, the water car of the B. B. & B. C. returned last night and the crew reported that the towns of Glacier and Kendall were safe from further spread of flames."

The big news of the month, however, was that the B. B. & B. C. was planning an important improvement on the Bellingham waterfront. The city council was asked to grant a franchise to H. H. Taylor, as trustee, for the proposed terminal railway company, which planned to build a line from the B. B. & B. C.'s Sehome wharf along the waterfront parallel to the Great Northern tracks to Squalicum Creek, then up the creek valley to a junction with the B. B. & B. C. mainline at the foot of Squalicum Hill.

Naturally this was bitterly opposed by the Great Northern which heretofore had complete control of the waterfront area. The city council, however, sided with the local group. On May 3, 1909, the Bellingham Terminal & Railway Company was incorporated in California. Construction began within a short time. The line financed by D. O. Mills, was completed in June, 1910 and immediately the B. B. & B. C. took it over under a lease arrangement, thus providing access to the important industries of Bellingham's waterfront and port area. Later it became part of the mainline to Sumas when the trackage over Squalicum Hill was abandoned.

The completion of the waterfront trackage marked the beginning of the end of the old era for it was rumored that the two companies were to be sold to the Chicago, Milwaukee & St. Paul interests. These

rumors appeared to be especially well founded inasmuch as the Milwaukee was completing its line to the coast and would need feeder roads to develop an adequate flow of traffic.

Rumors or no rumors, the trains continued to operate, still carrying the heavy timber and timber product traffic. Passenger traffic was beginning to slack off as a result of the improvements in roads and automobiles.

An interesting sidelight of the times was the First Annual Mt. Baker Marathon held in August of 1911. The contestants left Bellingham, proceeded to the foot of Mount Baker, by any means available; climbed to the top of the mountain 10,780 feet above sea level, and then returned to Bellingham, the winner being the first to reach Bellingham. The B. B. & B. C. ran a special consisting of the Three-spot and one combination car. Reportedly it made the trip from Bellingham to Glacier in 53 minutes. Headlines in the local paper the following day read, "BULL WRECKS B. B. & B. C." It seems that on the return trip with the first contestant to return to Glacier from the top of the mountain, the Special had raced out of Glacier only to hit a bull that had been peacefully enjoying the right-of-way. The three-spot and coach rolled into the ditch. Such was life on the old B. B. & B. C.

In November of 1911, D. O. Mills paid one of his infrequent visits to Bellingham. This was interpreted to mean that the rumored transfer of the road to the Milwaukee was to become a reality. Negotiations continued. Finally, in October 1912, the little independent line became part of a major transcontinental road. On the 18th the Bellingham Reveille reported "MILWAUKEE WILL FORMALLY ABSORB LOCAL ROAD TODAY."

The Milwaukee organized two new companies, the Bellingham & Northern Railroad Company and the Milwaukee Terminal Railway Company. The Bellingham Bay and British Columbia Railroad Company and the Bellingham Terminal and Railway Company were absorbed by the Bellingham and Northern. The Milwaukee Terminal Railway Company constructed a dock for loading car ferries at Bellingham and the other ports on Puget Sound and operated car ferries between these points. Thus Bellingham and the old B. B. & B. C. became part of the Milwaukee System in the Puget Sound area. The car ferries still connect it to the main line.

Under Bellingham and Northern guidance the road constructed a branch line from Goshen through Deming to Kulshan. This was placed in operation in 1916 and continued to operate until 1943 when it was abandoned.

The old B. B. & B. C. line operated as the Bellingham & Northern until December 31, 1918 when it was absorbed by the Milwaukee. Today it continues to provide vital freight tonnage for the Chicago, Milwaukee, St. Paul & Pacific. But gone are the dreams of Bellingham Bay becoming a great Pacific terminal for a transcontinental railroad.

APPENDIX I—ROSTER OF EQUIPMENT

Locomotive Roster of B. B. & B. C. R. R.

Road No.	*Builder*	*Bldr's No.*	*Type*	*Cyls.*	*Drivers*	*Year Built*	*Remarks*
1	H. J. Booth & Co.	9	0-6-0	14"x18"	36"	1868?	Black Diamond R. R. "D. O. Mills"
2	Baldwin	2141	0-6-0	15"x22"	44"	1870	Black Diamond R. R. "Black Diamond" #3 21 Tons Rebuilt 1891 to 2-6-4 T Rebuilt 1904 to 0-6-0 tank tender
3	Baldwin	11,517	4-4-0	17"x24"	62"	1891	
4	Baldwin	12,231	2-6-0	17"x24"	54"	1891	
5	Baldwin	5,943	2-8-0	19"x24"	50"	1881	Ex. U.P. 231—1265 Sold to B. B. & B. C. January 1900
6	Baldwin	13,800	2-8-0	13½"&23"x24"	50"	1893	Vauclain Comp. Ex A&P Conn. #2 Rebuilt 1904 to simple 2-8-0 19"x24" cyls.
7	Baldwin		4-6-0	18"x24"			See Note
8	Baldwin		2-8-0	20"x24"	54"		Ex "Koo-Ley-Cui-Tan" Simpson Logging Co.
9	Baldwin		4-6-0			1908	
M-1	Fairbanks-Morse—Inspection Car						
M-2	McKeen Motor Car Co.					1906	250 H. P. 70'

Engine One, named the "D. O. Mills" was an 0-6-0 side tank of a peculiar design, having the cab placed on top of the tanks. The One-Spot was one of a series built by H. J. Booth and Company for severe grades of the Mount Diablo mining railroads in the '60's.

According to Gilbert Kneiss, the "One" named "D. O. Mills," was built in 1868 by the Union Iron Works as works No. 9, and No. 3 for the Black Diamond Railroad. (Baldwin records show "Black Diamond as No. 3 on the B. D. R. R.) A brass builder's plate on the steam chest base, however, showed her as H. J. Booth and Company No. 7, 1868. The drawings shown in the 1867 issue of London Engineering, reproduced in Kneiss' excellent article on the Union Iron works, show the cab backboard even with the rear of the side tank. In the "One," the side tanks had been moved back, and short bunkers made on each side of the manway at the back of the cab. On the B. B. & B. C. the "One" burned wood, using a sun flower stack. Originally it had a cross head pump, but this had been replaced with a single Penberthy injector. The frame was of plate with riveted or bolted jaws, using a tapered shoe as well as a tapered wedge, a typically English design. Outside steam pipes were used, an early application of what later became common design with piston valves and superheat. A steam jam replaced the pull-up screw brake operated from the cab.

An early photograph of this engine taken by Fred Jukes in 1897 was submitted by him to Railway and Locomotive Engineering, and appeared in that journal on page 914 of the 1897 volume. This cut

was reproduced in "Development of the Locomotive Engine," by Angus Sinclair, with the obviously erroneous caption, "First locomotive built west of the Rocky Mountains before the war."

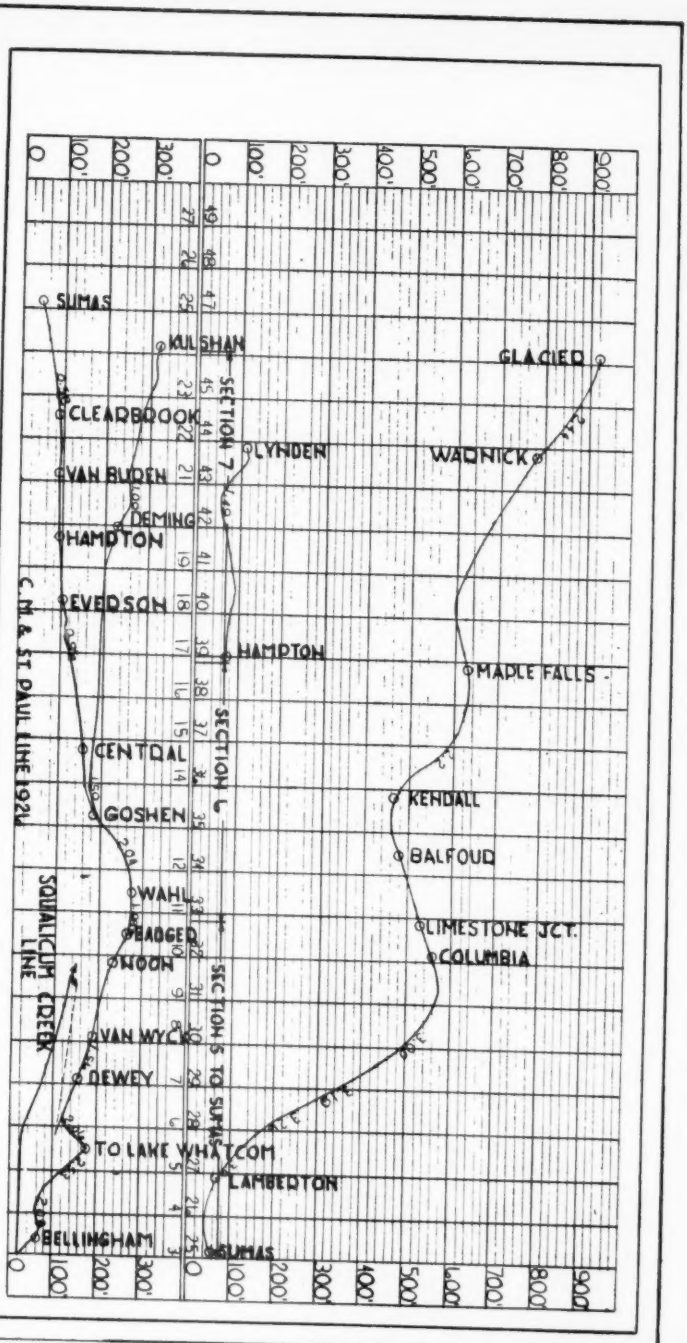
This was the first steam locomotive in Whatcom County. First used on construction, then on freight and log trains, her first engineer was Harry Abbott, an Englishman. Its fireman was Wm. Mann, from the Isle of Man. Later "Billy" Mann was her engineer during the long period it served as the mill switcher until the day in 1912 when she was loaded on a flat car and shipped to a logging company near Tacoma.

Engine Two, named the "Black Diamond," was a Baldwin, 0-6-0 saddle tank, built in 1870. Originally she had a diamond stack, but it had been replaced with a sunflower stack. Fuel was carried in the cab. Master Mechanic Taggart extended her frames and rebuilt her to a 2-6-4 tank with extension front, straight stack, and wood bunker. The front number plate was marked "Rebuilt B. B. & B. C. R. R. 1892." Used in freight and mixed run service for years, in 1904 it was rebuilt by W. J. McLean, Master Mechanic, who succeeded Bob Nevins, as an 0-6-0 tank tender, with Radley-Hunter stack and 4-wheel slope back tender. In 1906 a straight stack and coal grates were added. Later she was again converted to an 0-6-0 wood burner with Radley-Hunter stack and was sold or leased to the Columbia Valley Logging Company at Kendall. With a long stroke for her wheel diameter, she was quite a powerful engine. Once in 1905 when Philip Van Wyck was firing for Norman Richardson, she rerailed herself when all drivers had gone "on the ground" in Summit siding. Van Wyck spiked the frogs carefully, and with a little slack, the Two-Spot rerailed herself at the first try. The trick in firing her on the hills with which the road abounded, was to quickly close the door on each stick of wood, à la coal burner practice with high volatile coal!

Engine Three, purchased brand new from the Baldwin works in 1891, was a beautiful cap stack woodburner, builder's number 11517, 17"x24", 62" drivers. She was well known in northwest countries for her speed in a long career in passenger service. In the early 1900's she was converted to coal with a taper stack and cylindrical headlight; and later converted to oil burning. The Three was wrecked on a logging grade near Acme, her last trip being under the care of her first engineer, Jack Treutle from the B. & O. S. W., who handled her in 1891, fresh from the works. He was making his first trip down the heavy grade on this branch with one eight-inch pump, and was unable to hold his train. J. J. Donovan, vice president of the Bloedel-Donovan Lumber Company, and former superintendent of the road, penned the following tribute to Jack Treutle, and Engine Three:

A PIONEER GONE

Jack Treutle is dead!
A pioneer has gone!
Today his Masonic brothers pay their last tribute to a simple, honest man. He died as he lived—on duty. It was a strange co-



PROFILE OF THE B. B. & B. C.

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD COMPANY

Schedule No. 34

TAKING EFFECT *June 1, 1907* ONE O'CLOCK A. M.

TRAINS WEST								TRAINS EAST							
PASSENGER No. 10 FIRST CLASS SUNDAY ONLY	PASSENGER No. 8 FIRST CLASS. SUNDAY ONLY	MIXED No. 6 SECOND CLASS, DAILY EXCEPT SUNDAY	MIXED No. 4 SECOND CLASS, DAILY EXCEPT SUNDAY	PASSENGER No. 2 FIRST CLASS, DAILY	DISTANCE FROM BELLINGHAM	CAPACITY OF SIDINGS.	STATIONS	DISTANCE FROM BELLINGHAM	PASSENGER No. 1 FIRST CLASS, DAILY	PASSENGER No. 3 FIRST CLASS, DAILY EXCEPT SUNDAY	MIXED No. 5 SECOND CLASS, DAILY EXCEPT SUNDAY	PASSENGER No. 7 FIRST CLASS. SUNDAY ONLY	PASSENGER No. 9 FIRST CLASS, SUNDAY ONLY	Water, Coal, Scales, Table and Wyes.
Ar. 6.45 p. m.	Ar. 8.00 A.M.	Ar. 4.55 P.M.	Ar. 9.45 A.M.	Ar. 11.10 A.M.	44.2	200	**BELLINGHAM**	.0	Dp. 4.10 P.M.	Dp. 5.20 P.M.	Dp. 10.15 A.M.	Ar. 7.10 P.M.	Dp. 8.30 A. M.	T and W
6.38	7.53	4.40	9.30	11.02	41.5	20	SUMMIT	2.7	4.17	5.28	10.30	7.17	8.37	
6.30	7.47	**4.25**	9.15	**10.55**	38.4	15	VAN WYCK	5.8	**4.25**	5.35	**10.55**	7.25	8.45	
6.22	7.40	4.05	8.55	10.46	35.3	8	WAHL	8.9	4.34	5.45	11.30	7.34	8.52	
6.17	7.35	3.53	8.45	10.41	33.6	20	GOSHEN	10.6	4.39	5.50	11.30	7.39	8.56	
6.12	7.30	3.45	8.35	10.36	31.8	4	CENTRAL	12.7	4.43	5.55	11.40	7.43	9.00	
6.07	7.25	3.35	8.25	10.30	29.1	22	STRANDELL	15.1	4.47	6.05	11.50	7.48	9.05	
6.03	7.20	3.30	8.08	10.25	28.4	7	EVERSON	15.8	4.53	6.10	12.10	7.52	9.10	
6.00	7.15	3.25	7.55	10.20	27.1	20	**HAMPTON**	17.1	4.56	6.15	12.20	7.55	9.14	
			F 7.40		30.2	10	WORTHEN	20.2		F 6.30				
			Dp 7.30 A.M.		32.4	25	**LYNDEN**	22.4		Ar 6.45 P.M.				Y
5.52	7.07	3.15		F 10.12	24.2	20	CLEARBROOK	20.0	F 5.05		12 40	8.02	9.22	W
Dp. 5.45 P.M.	7.00	Dp. 3.00 P.M.		Dp. 10 05 Ar. 9.35	20.9	50	**SUMAS**	23.3	Ar. 5.15 Dp. 5.45		Ar. 1.00 P.M.	Dp. 8.10 P.M. Ar. 8.20	Ar. 9.30 A. m.	Y, S and C
	6.48			P 9.20	18.7	10	LAMBERTON	25.5	F 5.55			F 8 27		
	6.42			F 9.10	16.4		NICOLAY	27.8	F 6.07			F 8.35		
	6.33			9 00	13.4		COLUMBIA	30.8	6.29			8.43		
	6.27			8.50	10.2	20	KENDALL	34.0	6.35			8.52		
	6.20			Dp. 8.35 Ar. 8.05	7.0	20	**MAPLE FALLS**	37.2	Ar. 6.55 Dp. 7.20			9.02		W and Y
	6.13			F 7.55	4.6		KULSHAN	39.6	F 7.35			F 9.07		
	6.06			F 7.45	2.4	3	WARNICK	41.8	F 7.40			F 9.15		
	Dp. 6.00 a. m.			Dp. 7.35 A.M.	0	8	**GLACIER**	44.2	Ar 7.50 P.M.			Ar. 9.20 p. m.		T

No. 1 will not run east of Sumas on Sundays

No. 2 will not run east of Sumas on Sundays

West Bound Trains are Superior to East Bound Trains of the Same Class.

SPECIAL RULES.

F—Flag Station. *—Trains do not stop for Passengers. Full-faced Figures (**1, 2, 3**) denote meeting and passing points.

Register Stations—Bellingham, Hampton, Lynden, Sumas, Maple Falls and Glacier.

Yard limits at Bellingham extend from North switch, at Summit, to all track South.

Sumas yard extends from Boundary Line to 1000 feet South of South leg of Wye, and to N. P. crossing on North Fork Extension. All except First Class Trains will not exceed speed of eight miles per hour in yard limits.

Abbreviations:—W—Water; S—Scales; C—Coal; Y—Wye; T—Table

SPECIAL RULES.

Note Change in Rules. Standard Rules Govern and Must Be Understood by All Concern d.

Trains will not exceed schedule time between Colum a and bridge No. 4, and must be kept under control approaching curves where sl. es are liable to occur.

Air-brake cars must be coupled next locomotive. Hand-brakes must be applied on all cars not provided with air-brakes before lowending the grade between Columbia and Lambert on.

Speed over truss bridges and high trestles must not exceed 15 miles per hour.

All Trains and Engines must come to a full stop at all R. R. crossings at a distance not exceeding 200 feet from same.

Time Table of B. B. & B. C. effective June 1, 1907.

Stations and Distances from Bellingham

PLACE	Distance Bellingham.	How Connected	Car Capacity
• SUMMIT	A 2	E and W..	20
• SCUDDER	3	1 E.	6
• SQUALICUM	4	1 W.	4
• DEWEY	5	1 W.	4
• HONEY	A 5	1 W.	6
• VAN WYCK	5.8	W & E	15
• NOON, NO. 1	7	[illegible] W..	12
• NOON, NO. 2	A 7	1 E.	4
• BADGER	8	E and W..	10
• WAHL	8.9	1 W.	8
• CARROLL	10	1 W.	14
GOSHEN	• 10.6	E and W..	20
• CENTRAL	12.7	1 W.	8
• RENOLDS	13	1 W.	6
• McDONALD	A 13	1 W.	5
• MILLERTON	14	1 W.	12
• STRANDELL SIDING	15.1	E and W..	22
• NORDSTROM	A 15	1 E.	10
• STRANDELL SPUR	B 15	1 E.	9
EVERSON	15.8	1 E.	7
• HAMPTON	17.1	E and W..	20
• VAN BUREN	19	1 W.	2
• H'NTON	A 19	1 W.	4
• MOGUL	20	1 W.	4 ml.
CLEARBROOK	A 20	E and W.	20
• H'VERSTICK	[illegible]	[illegible]	[illegible]
SUMAS	23.3	Yard.	50
• HAWKINS	24	1 E.	7
• BOLCOM	A 24	1 E.	6
• LAMPERTON	25.5	E and W..	10
• ALLEN NO. 2.	A 26	1 E.	4
• PALMER	27	1 W.	4
• SAAR CREEK	A 27	1 W.	3
• PETERSON	A 29	1 W.	2
• COLUMBIA	30.8	E and W..	20
DEVON	33	1 W.	10
• KENDALL	A 34	E and W..	20
• BAXTER	35	1 W.	4
• WATSON NO. 1	35	1 W.	6
• WATSON NO. 2	36	1 W.	6
• HAMILTON	A 36	1 W.	2
• WAYLAND	B 36	1 W.	2
• BIGELOW	C 36	1 W.	3
MAPLE FALLS	37.2	Yard.	20
• ASPLUND	38	1 E.	6
• SIMMONS	40	1 W.	5
• MILLER	40	1 W.	6
• WARNICK	41.6	1 W.	3
• THURSTON	A 42	1 E.	5
NESTOS	43	1 W.	6
• CORNELL	44	1 W.	3
GLACIER	44.2	Yard.	8
LYNDEN LINE.			
• SWIM	L 20	1 E.	5
• WORTHEN	M 20.8	E and W..	10
• GRAVEL PIT	N 21	1 E.	12
• ROO	O 22	1 W.	9
• MORRISON	P 25	1 W.	3
LYNDEN	Q 27.4	Yard..	25

•No Agent.

incidence that he should go to his end on the locomotive which he drove first when it came new and bright from the Baldwin shops nearly thirty years ago—B. B. & B. C. No. 3. He has held the throttle on many an engine since then and few men were better known in the northwest counties.

For many a day he will be held in loving remembrance in mining and logging camp and on railway caboose. He stayed with his engine till the last and none suffered but himself. God rest his soul!

J. J. DONOVAN.

Engine Four—17"x24" 54", Drivers. Baldwin mogul—1891, bought new. A smart, fast engine, a fine example of the extended wagon top, deep firebox, low boilered cap stack Baldwin moguls of the period. Used on way-freight and passenger runs. She dropped her crown sheet in Sumas under B. & N. operation, killing the fireman.

Engine Five—19"x24" Baldwin 2-8-0 ex-U. P. R. R. purchased from Hicks Locomotive and Car Works. R. C. Ferris, former engineer, states that he was informed the Five was U. P. 1265 and built for fast freight service. Arriving with a McConnell diamond stack, Master Mechanic McLean changed it to a taper and then to a boot-leg stack. It was third coupled, but the back and middle connection brasses pounded out, so it was changed to second coupled. First used on log trains, then for years on Lynden local, it was "owned" by Engineer William Storey. Builder's date 1881.

Engine Six, a Baldwin Vauclain compound 2-8-0 bought from Hicks Locomotive and Car Works. R. C. Ferris states her to have been ex-Buffalo and Susquehanna No. 101. The B. & S. roster in Capt. Robinson's exhaustive treatise on that road in R. & L. H. S. Bulletin No. 49 is confusing as to No. 101. Professor Wood of Oklahoma A. & M. College discovered her to have been Baldwin No. 13800, 13½"&23"x24", 50" drivers, 62" boiler, 180 psi, total weight 125,000 lbs. of 10/93, built as No. 2 for the Altoona and Phillipsburg Connecting R. R., a subsidiary of the B. & S. This was the "mystery" engine described on page 52 of Bulletin No. 49, and on page 54 of Bulletin No. 70, as a monster, oversize for existing clearances, too heavy for the track and pulling too many cars for the capacity of the Fall Brook sidings, possibly a 2-10-0 or 2-10-2. That mystery is now cleared up due to Professor Wood's research. Philip Van Wyck who worked on her in the shops and fired her often, remembers B. & S. pattern numbers on various castings. Master Mechanic McLean simplified her to 19"x24" in 1904. Used on way-freight and log trains, she dropped her crown sheet on Cougar Hill in the fall of 1905. Transferred to Tacoma by C. M. & P. S. after 1926.

Engine Seven, 4-6-0 originally 17"x24" Cyls., but worn much oversize. This engine was bought from Hicks Locomotive and Car Works by Bellingham Bay and Eastern R. R. in 1902 to be used on construction

of the line from Silver Beach to Wickersham. On completion, she was bought by the B. B. & B. C. and gave long service as switcher and pusher in Bellingham, with occasional trips on passenger, freight, or log trains.

An ex-Pennsylvania R. R. engine, her number, 760, remained on the cab during service on the B. B. & E. Her original straight stack was changed to a Baldwin cast taper stack by W. J. McLean; her dimensions and appearance closely resembled the "Mountain passenger" 4-6-0 type of the P. R. R. standard classification of the 1880's. Over-cylindered, she was anything but a free steamer.

Engine Eight, a 20"x24" 2-8-0 was purchased from Hicks, having been built as the "Koo-Ley-Cui-Tan" for the Simpson Logging Company on Hoods Canal, where she pushed and pulled logs between the rails with a deep built-up dead-wood in place of a pilot. With a Radley-Hunter stack and wood burning tender, she is shown in one of the early Baldwin Records of Recent Construction.

A very powerful engine, when converted to coal with straight stack, she was for years the road's principal freight engine, pulling the daily log train. Sold in 1926 to Hines Lumber Company, Seneca, Oregon. Engineers James Moore, Norman Richardson, R. Heberden, and A. D. Hunt ran this engine during much of its early life on the B. B. & B. C.

Engine Nine, Baldwin 4-6-0, built 1908 for mixed service, was the third engine bought "new" by the road. A hard steamer on arrival, additional exhaust lap and a wedge fire to suit the humpback grate remedied the situation. Philip Van Wyck, when an apprentice, visited the Lewis and Clarke Exposition at Portland, Oregon, in 1905, and relayed a message from Master Mechanic McLean to Mr. Evans in charge of the Baldwin exhibit, to the effect that he (Mr. McLean) would like to discuss the purchase of a new locomotive,—a proud moment. Transferred to Tacoma by C. M. & P. S.

Motor Car No. 1, a Fairbanks Morse. 2-seat, 4-wheel, single cylinder inspection car.

Motor Car No. 2, Kulshan, a 70'—250 h. p. McKeen that could make 70 m.p.h. on the level, but was not of much account in the heavy grades beyond Sumas. Engineers Hunt and Ferris handled this new type of motive power very successfully. Badly wrecked in collision with the local, which, without authorization, was using the "main" to do some switching at Hampton. The progressive attitude of the little railroad is exemplified by the purchase of this advanced equipment. A McKeen motor car body in a Tacoma junk yard is reputed to be the original of this car.

Roster of Equipment

The best available information on the equipment of the B. B. & B. C. Railroad appears to be the data contained in early reports of the Railroad Commission of the State of Washington dated 1906-08. Additional information has been added as the result of interviews with some of the old-timers who still live in the area.

Passenger equipment:	*Date acquired*
1 Mail & Baggage Car	1890
1 Combine	1891
1 Combine	1902
2 Coaches	1891
2 Coaches	1902

Freight equipment: (as of 1906)

56 Box Cars (6 acquired 1889, 50 built 1903-04)
102 Flat cars
1 Tank car
24 Logging trucks
12 Other cars (maintenance, etc.)
3 Cabooses

The series of 50 36′ box cars were built in the company's shops by E. E. Sherwood, car foreman, from designs by Master Mechanic McLean. These cars sported the road's name in an oval at the left of the door. A large herald, showing a "mazama" or mountain goat, encircled by the legend "Mount Baker Route" was on the right. This preceded the Great Northern's goat by several years.

The cabooses included:

1—a long yellow side door combination caboose (1889)
2—B. B. & B. C. built side door caboose (1903)
3—B. B. & B. C. built 4-wheel "bobber" (1905)

EDITOR'S COMMENT:

When your Editor saw the handsome print of BB&BC No. 7 and checked it with the text of the author, it was his opinion that this matter required further checking. From his knowledge of Pennsylvania R. R. locomotives, and I mean by that the standard types that were originated and built by that road, there was no resemblance whatsoever tho' I do concede the possibility that this locomotive might have been originally built for a railroad that was subsequently taken over by the P. R. R. or Pa. Lines, and sold by either of those companies to the Hicks people of Chicago for that was standard practice on both of those roads to dispose of such locomotives and replace them with those of P. R. R. standards. In this way, it might have been reported as coming from the Pennsylvania.

However, your Editor suggested that the author submit a print of the No. 7 to our locomotive authority—"Jerry" Best and, here are his comments:

"I can see nothing in the appearance of this engine to indicate that it was P. R. R. It does not have a single item of P. R. R. standards of those days, and as Hicks bought very few P. R. R. locomotives, I would rule that out on general principles.

"The engine is either Taunton or New York (Rome). I favor the former, as the Union Pacific bought a large number of Taunton 4-6-0's, some of which were sold to Hicks. While their original dome castings were higher and flatter on the tops, most of them were rebuilt with standard U. P. domes in the early 1890's. If you

have Arey's picture of Salem, Falls City & Western No. 2, you will see a 4-6-0 very similar in every respect to B. B. & B. C. No. 7. This was ex-O. S. L.—U. P., and was in the U. P. 1500 series before being sold to the S. F. C. & W. On the other hand, early Rome 4-6-0's looked very much like B. B. & B. C. No. 7, although the cylinder castings and steam chest are not typical of New York design.

"My U. P. records show the dates sold to Hicks, but not the names of the Hicks customers, and as the Hicks records have been lost, there seems to be little hope of locating them. But, I think you would be safe in classifying this engine as Taunton, or ex Union Pacific."

To the above, your Editor can heartily concur.

Collection of Chas. Sigler

The #1 and train at South Lansing about 1912

Collection of T. P. Clancy

N. Y. A. & L. #5 at Monroe St. Station, Auburn, 1909 or 1910

The Ithaca-Auburn Short Line

By John D. Denney, Jr.

If the reader can picture a railroad, only thirty-six miles in length, that operated steam trains, gasoline motor cars and trolley cars; that was built on the right-of-way of an earlier abandoned railroad; and which could operate steam trains to only within five miles of one of its terminals, he can get an idea of some of the problems that beset the management of the New York, Auburn and Lansing Railroad Company.

This railroad operated between Auburn, New York, and the well known college town of Ithaca, in the "Finger Lakes" region. Ithaca, the home of Cornell University, is characterized by certain natural features, which played havoc with the plans and ambitions of the New York, Auburn and Lansing. The business and manufacturing section of Ithaca is situated on the flat land surrounding the shores of Cayuga Lake, while much of the residential section and the buildings of Cornell University are clustered on nearby East Hill. The rugged hills surrounding Ithaca to the south, east and west are marked with beautiful waterfalls and gorges. Some of these picturesque glens are located in the town of Ithaca, within walking distance of the business district. This type of terrain proved to be a difficult obstacle to railroad builders in the Ithaca area.

Ithaca, just before the turn of the century, was fairly well supplied with steam railroad transportation. The Buffalo-New York line of the Lehigh Valley and a branch of the Lackawanna from Owego were the main passenger and freight carriers in and out of the community. The Lehigh Valley also operated several branches in the Ithaca area. Two of these branches provided train service between Ithaca and Auburn. One route, quite picturesque, followed along Cayuga Lake, while the other ran from East Ithaca to Freeville and thence to Auburn. The city of Auburn also had adequate train service being served by the New York Central, the Lehigh Valley and, in later years, by electric intetrurban lines.

However, with all the existing transportation in the Ithaca area, there were demands for improved transportation between Ithaca and Auburn. It was thought that the existing train service was too infrequent and that there should be some quicker route between the two points.

Soon a group of promoters, headed by A. H. Flint, of New York City, planned a new route or "short line" between Ithaca and Auburn. Accordingly, the New York, Auburn and Lansing Railroad was chartered under the Steam Railroad Law of the State of New York, and incorporated on March 8, 1900. Plans called for the construction of a line north from Ithaca to South Lansing, North Lansing, Venice, Merrifield and into Auburn.

Shortly after these plans were launched, another group of organizers, under the direction of Sherman Collins, planned the Auburn and Ithaca Electric Railway, which was to connect the two points, by way of King Ferry, Poplar Ridge and Scipioville. However, this group

could not gain an entry into the city of Ithaca for their proposed electric railroad and the project fell through.

Work was not started on the New York, Auburn and Lansing for several years after it was incorporated. During this period, the interurban fever struck the country. It was not until 1906, that the Auburn Construction Company was organized to build the railroad, which was locally known as the "Ithaca-Auburn Short Line." Under the agreement with the Auburn Construction Company, the line was to be a standard gauge railroad, equipped for electric operation by use of a third rail, between Ithaca and Auburn. The contract called for seventy-pound "T" rails and three sub-stations along the route. It was hoped that, when completed, it would be possible to run electric trains direct from Ithaca to Syracuse, by way of Auburn and a connecting interurban line.

Perhaps, because of the great expense involved, these plans were never carried out. Extra length ties were eventually laid along the route, but they never carried the proposed third rail. The builders then reverted to the original plans for a steam railroad. However, it was found that the steep grades between Ithaca and South Lansing and the lack of proper terminal space at Ithaca made the construction of a steam railroad unfeasible, and that an electric trolley line would be more adaptable. It was finally decided that the route would consist of a twenty-nine mile, steam railroad between Auburn and South Lansing, and a seven-mile electric railroad between South Lansing and Ithaca.

Work of grading the new line started at Auburn during the Spring of 1906. Part of the route was over the abandoned right-of-way of the New York and Oswego Midland. This old road had been built from Freeville to Merrifield, N. Y., in 1872, and some years later was extended into Auburn. However, this venture did not meet with any degree of success, and was abandoned in 1891. The "Short Line" made use of this right-of-way from about three miles south of Auburn to about one mile north of South Lansing. Use was even made of some of the former depots of the old company. Work was slowed somewhat at "Gulf Stream Gorge," near North Lansing. The old Midland had crossed this deep ravine on a wooden trestle, but the builders of the N.Y.A.&L. put their road across the gorge on an immense fill of earth and cinders, which took almost a year to create.

While work was progressing on the steam section of the railroad, there was also activity in building the electric section between Ithaca and South Lansing. This part was built over steep grades, at some points as much as three per cent, and crossed several deep ravines, which required either bridges or fill work. A short distance north of Ithaca, the hills run to the edge of Cayuga Lake, so a roadbed had to be cut out of the side of the hill on this section.

The first steam locomotive to be used on the line was the number one. It was an American type, weighing about thirty-eight tons. The engine was received on May 13th, 1906, and saw service handling construction trains and, after the road was completed, performed in passen-

ger service for many years, in fact until the line was discontinued. The first operations commenced with freight service between Auburn and South Lansing, on March 1, 1908. During that period, the freight trains were operated at night so as not to interfere with construction operations.

The railroad was opened for passenger operations between Auburn and Genoa, N. Y., on July 1, 1908, and to Tarbell, on September 19th, of the same year. A former Short Line dispatcher, B. G. Webster, recalls, "I do remember that, for sometime, trains were run between Auburn and Tarbell. In the absence of any means of turning the locomotives, they were headed between Auburn and Tarbell, and backed up on the return trip, a distance of about twenty-five miles." A silver spike was driven at Esty Glen, four miles north of Ithaca, on December 12, 1908. The electric division was opened for passenger service between Ithaca and South Lansing, on January 1, 1909, which marked the beginning of regular passenger service between Ithaca and Auburn.

The second engine was put on the road in 1906. The locomotive was the same type as number 1, but a little heavier. It was purchased from the Lehigh Valley and pulled the company's first pay car train on July 5th, 1906.

The third engine to come on the road was number three. Little is recalled of this locomotive other than it was a 4-4-0, weighing about forty tons. One former employee described it as, "A hundred per cent cabbage cutter and always falling apart . . . it lasted only through the construction work." It was received on May 11th, 1907, purchased from the New York Central.

The northern end of the road was at Auburn, which was then a city of about thirty-four thousand. The city is served by the Syracuse-Rochester line of the New York Central, which is known as the "Auburn Road," and by the Lehigh Valley. There was also interurban trolley service to Syracuse and other central New York points. The "Ithaca-Auburn Short Line" connected with both steam roads at Auburn. The first passenger station of the Short Line at Auburn was a small, frame bulding at the foot of Wright Avenue, which was the former construction office. After the bridge and fill over the Lehigh Valley Railroad were completed, the Short Line made connections with the New York Central. The N.Y.A.&L. had trackage rights over the N.Y.C., from South Division Street, Auburn, to Monroe Street. The Short Line erected an attractive stucco passenger station at Monroe Street, on land leased from the N.Y.C. The station was one story and contained waiting room, baggage room and a dispatchers office. The company also maintained at Auburn, enginehouse and repair shops for servicing the motive power and rolling stock used on the steam section of the road.

The railroad was well-built, being mostly seventy-pound "T' rail, between Auburn and South Lansing. The line was upgrade for eleven miles, between Auburn and Merrifield. The summit of the road was about one thousand feet south of Merrifield station. Operations on the steam division of the road followed standard railroad rules. Dispatching was done by phone, and movements were under train order authority. The bridges along the line were of good design and ample capacity. It

is interesting to note that poles were erected along the route, long enough to carry a high-tension transmission line, which would have fed the third rail, if it later had been developed. However, nothing was carried on these poles, except a telephone line used by the company.

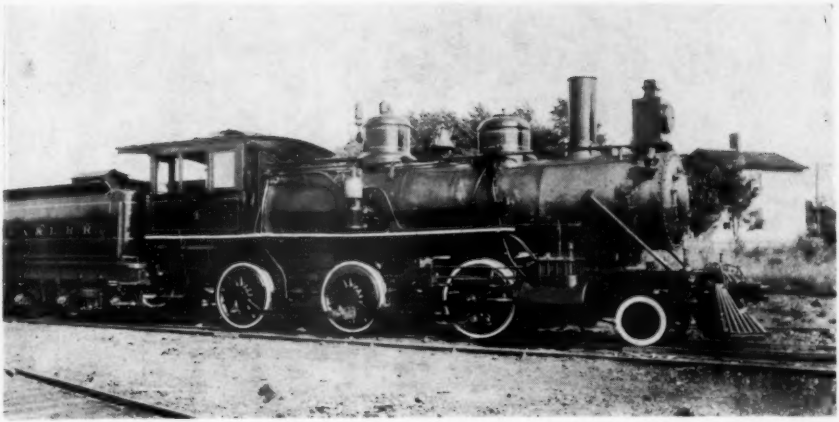
To secure trackage rights into Ithaca and terminal space there, it was necessary for the owners of the Short Line to acquire an interest in the Ithaca Street Railway, which operated the local trolley system that served the business district of Ithaca and the Cornell University campus. The electrified trackage of the New York, Auburn and Lansing extending from South Lansing to a point known as Renwick Junction, on the outskirts of Ithaca. From Renwick Junction to the center of Ithaca, at State and Tioga Street, the Short Line had trackage rights over the Ithaca trolley system. The electric power system used was a single trolley wire, hung on brackets overhead, with 500-550 volt direct current. The distance from South Lansing to State and Tioga Streets, Ithaca, was seven miles. The first offices of the company were located in Ithaca, on the second floor of what is now the Gray-Leadley store. On May 14, 1909, the offices were moved to 109 Tioga Street, in the Blood Block (now the Corner Book Store). Here were located offices, waiting room, ticket office and baggage room. A small freight house was erected within the city limits of Ithaca, at the northeast corner of Falls and Tioga Streets. It could accomodate about six cars.

Shortly after the electric division was opened from Ithaca to South Lansing, a small extension was built from the main line, near South Lansing station, to the old brick hotel, at what is known as Rogues Harbor. This line was electrified and was only about one-half mile in length. This small segment was opened during the summer of 1909.

Another steam locomotive was acquired second-hand, by the Short Line, on Feb. 2nd, 1909. This was engine number four, a mogul built by the Richmond Locomotive Works. It weighed fifty-six tons. It was the freight engine of the line and handled, also, the snow plow work in the winter months. It had a rating of 530 tons out of Auburn.

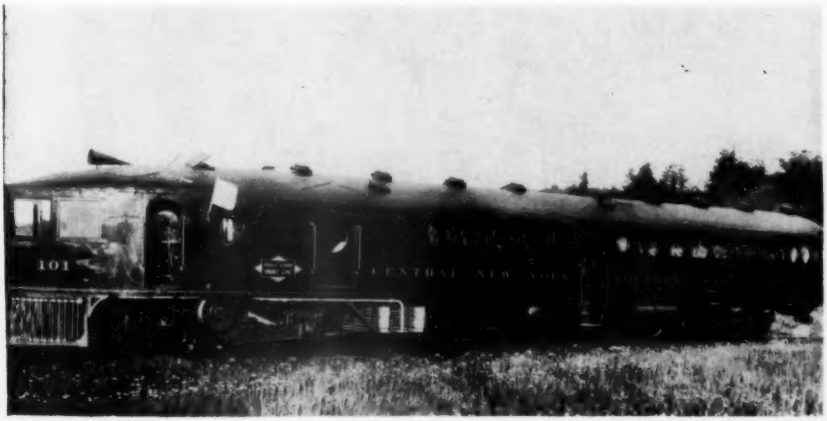
When the Short Line was first opened, A. H. Flint headed the organization, as President. His offices were located at 15 Broad Street, in New York City. B. M. Wilcox was Vice-President, with offices at Auburn; while C. W. McChesney was Secretary and Treasurer, with New York offices. Mr. H. A. Clarke was General Manager, with headquarters at Auburn.

The steam passenger trains on the road started their runs out of Auburn. There were usually four trains on weekdays and three on Sundays, in each direction. They made connections with the New York Central passenger trains at Monroe Street, in Auburn. The running time from Auburn to South Lansing was about one hour and ten minutes. There, the passengers changed to an electric car for a twenty-five minute ride into the center of Ithaca. The usual passenger train consisted of a combination car and a coach. The American Express Company operated over the line. Closed pouch mail was also handled by train and trolley between Auburn and Ithaca. The passenger equipment on the steam section consisted of passenger coaches and combination pas-



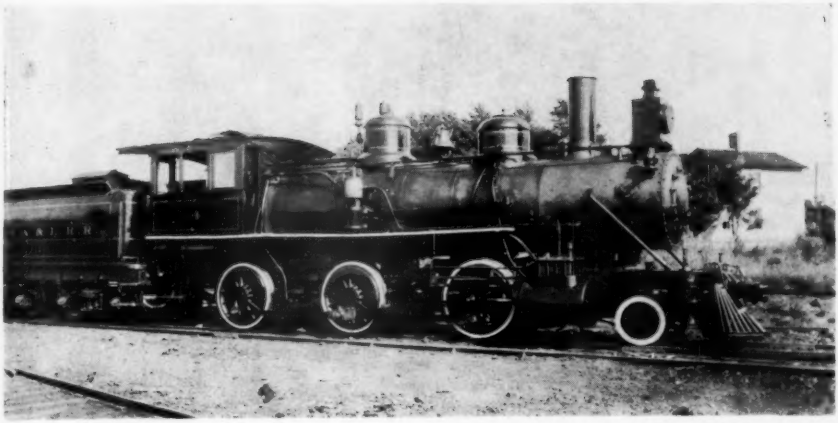
Collection of T. P. Clancy

N. Y. A. & L. #4, 2-6-0, ex-R. F. & P. #21, Richmond 1898. At Auburn about 1911



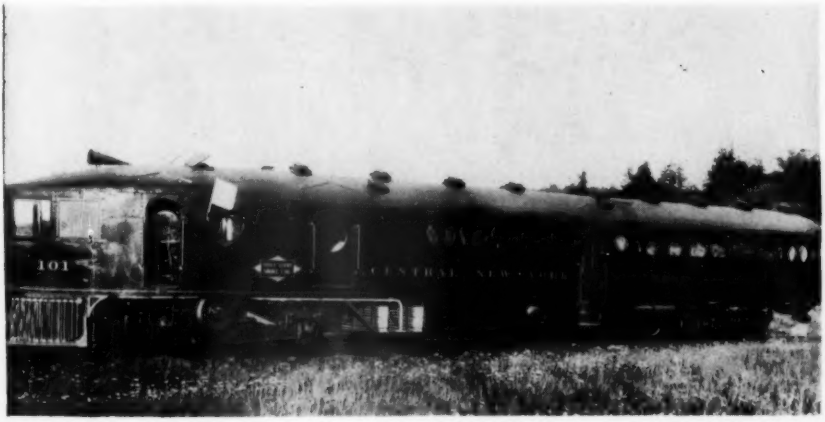
Collection of T. P. Clancy

McKeen Motor Car #101



Collection of T. P. Clancy

N. Y. A. & L. #4, 2-6-0, ex-R. F. & P. #21, Richmond 1898. At Auburn about 1911



Collection of T. P. Clancy

McKeen Motor Car #101

CENTRAL NEW YORK SOUTHERN R. R.

ITHACA AUBURN SHORT LINE

TIME TABLE

(Effective Dec. 18 1921)

North Bound

STATIONS		22 Daily	24 Daily	26 Daily	28 Daily
		A.M.	P.M.	P.M.	P.M.
Ithaca (State & Tioga Streets)	Lv.	7 30	12 20	3 45	7 20
Renwick	"	f 7 40	f12 30	f 3 55	f 7 30
McKinney	"	f 7 42	f12 32	f 3 57	f 7 32
Etly	"	f 7 47	f12 37	f 4 02	f 7 37
Asbury	"	f 7 55	f12 45	f 4 10	f 7 45
South Lansing	Ar.	8 00	12 50	4 15	7 50
	Lv.	8 05	1 00	4 20	8 00
Davis	"	f 8 08		f 4 23	f 8 03
Tarbel	"	f 8 15		f 4 30	f 8 10
North Lansing	"	f 8 18	1 10	f 4 33	f 8 13
Sills Crossing	"	f 8 23		f 4 38	f 8 18
Genoa	"	8 29	1 18	4 44	8 24
Myers	"	f 8 33		f 4 48	f 8 28
Venice Center	"	8 40	1 28	4 55	8 35
Woods Mill	"	f 8 44		f 4 59	f 8 39
Merrifield	"	f 8 49	1 35	f 5 04	f 8 44
Kinslers	"	f 8 54		f 5 09	f 8 49
Mapleton	"	9 00	1 45	5 15	8 55
Whites	"	f 9 06		f 5 21	f 9 01
Auburn (Monroe St.)	Ar.	9 15	2 00	5 30	9 10
Auburn (Nonpos st.)	N.Y.C. Lv.	9 33	† 2 21	† 5 44	10 01
Syracuse (N.Y.C.)	Ar.	10 45	3 45	7 05	11 05
Utica (N.Y.C.)	Ar.	12 09	† 5 02	9 28	12 47
Albany (N.Y.C.)	Ar.	2 30	† 6 57	11 50	3 10
Springfield (B & A.)	Ar.	5 50	3 10	3 10	8 08
Worcester (B. & A.)	Ar.	7 20	4 45	4 45	9 45
Boston (B. & A.)	Ar.	8 35	6 05	6 05	10 55
New York (N.Y.C.)	Ar.	6 15	†9 10	5 05	7 00
		P.M.	P.M.	A.M.	A.M.

† Daily except Sunday.
f Flag stop. No agent. Checks for baggage to this station must be presented to baggage master on train.

Not Responsible—This Railroad is not responsible for errors in time tables, inconvenience For damage resulting from delayed trains, or failure to make connections; schedules herein are subject to change without notice.

The time between 12 o'clock noon and 11.59 midnight is indicated by dark face type.

AMERICAN RAILWAY EXPRESS SERVICE

GENERAL NEW YORK SOUTHERN R. R.

ITHACA AUBURN SHORT LINE

TIME TABLE

(Effective Dec. 18, 1921)

South Bound

STATIONS		21 Daily	23 Daily	25 Daily	27 Daily
		P.M.	A.M.	P.M.	A.M.
New York (N.Y.C.)	Lv.	8 00	12 25		8 45
Boston (B. & A.)	Lv.	6 10	11 00		† 4 15
Worcester (B. & A.)	Lv.	7 25	12 20		† 5 45
Springfield (B. & A.)	Lv.	8 50	2 10		7 54
Albany (N.Y.C.)	Lv.	12 10	6 00		12 15
Utica (N.Y.C.)	Lv.	2 47	8 10		2 31
Syracuse (N.Y.C.)	Lv.	† 4 50	†10 10		5 10
Auburn (MONROE ST.) N.Y.C.	Ar.	6 05	11 31		6 27
Auburn (Monroe St.)	Lv.	6 45	11 50	3 00	6 40
Whites	"	f 6 54		f 3 09	f 6 49
Mapleton	"	7 02	12 05	3 17	6 57
Kinslers	"	f 7 08		f 3 23	f 7 03
Merrifield	"	7 13	12 16	3 28	7 08
Woods Mill	"	f 7 18		f 3 33	f 7 13
Venice Center	"	7 22	12 23	3 37	7 17
Myers	"	f 7 29		f 3 44	f 7 24
Genoa	"	7 33	12 33	3 48	7 28
Sills Crossing	"	f 7 38		f 3 53	f 7 33
North Lansing	"	7 43	12 41	3 58	7 38
Tarbel	"	f 7 46		f 4 01	f 7 41
Davis	"	f 7 53		f 4 08	f 7 48
South Lansing	Ar.	7 55	12 51	4 10	7 50
	Lv.	8 05	12 55	4 20	7 55
Asbury	"	f 8 08	f12 58	f 4 23	f 7 58
Esty	"	f 8 13	f 1 03	f 4 28	f 8 03
McKinney	"	f 8 16	f 1 06	f 4 31	f 8 06
Renwick	"	f 8 18	f 1 08	f 4 33	f 8 08
Ithaca, (State and Tioga Streets)	Ar.	8 30	1 20	4 45	8 20
		A.M.	P.M.	P.M.	P.M.

† Daily except Sunday

f Flag stop. No Agent. Checks for baggage to this station must be presented to baggage master on train.

T. P. CLANCY
General Manager
Ithaca, N. Y.

H. S. MORGAN
Acting Gen. Pass. Agent
Ithaca, N. Y.

AMERICAN RAILWAY EXPRESS SERVICE

senger and baggage cars of wooden construction and with open platforms. They, too, were purchased second hand from the Jersey Central and the Pennsylvania Railroad.

The passenger equipment on the electric section consisted mostly of Brill-built, double truck, semi-convertible trolley cars, leased from the Ithaca Traction. These cars were painted light green and cream. The first car of this type used to South Lansing was Ithaca Traction number 33. Later, cars 35 and 37 were used in this service. The Short Line, at one time, owned a large open bench trolley car which was known as number seventy. This car was originally built with open platforms, but later a vestibule was added, together with railroad couplers for handling freight cars. This car could handle one freight car in and out of Ithaca.

Although Ithaca and Auburn are important centers, the area between was rather sparsely populated, being mostly a farming region. Outside of the villages of Genoa, Merrifield and Mapleton, there were no settlements of any consequence. It was estimated that, in 1911, the total population, tributary to the line between terminals, was about six thousand. Regardless of the sparse population, the Short Line handled some crowds in its heyday.

Special rates were offered and, where justified, special trains were operated to build up the popularity of the road. The State Fair at Syracuse was the big event of the year. Mr. Webster still can recall these events:—

"New York Central coaches were delivered to us in time to start a train out of Auburn, about 4 A. M. Special trolley cars would be started out of Ithaca, about 7 A. M., and the passengers were transferred to the steam train, at South Lansing, and then passengers were picked up all the way back to Auburn. On the big days, Wednesday and Thursday, it was the usual thing to have fifteen or more coaches filled to the platforms. The train would be handled straight through to the Fair Grounds, at Syracuse, by way of the New York Central. They would leave Syracuse, about 7 P. M. on the return trip, and deliver the train back to us at Auburn, about 9 P. M. We usually figured on using two engines on the night trip, as fifteen loaded coaches were more than one engine could handle on the eleven mile grade between Auburn and Merrifield."

There were other events that crowded the trains, like the Tompkins County Fair and Farmers' Week at Cornell University. The electric section handled its share of the crowds, as Charles Sigler, former motorman, relates, "When boat races on Cayuga Lake ended at McKinneys, three miles out, 3000 passengers were carried to the finish line, in one day, at one race." One circus day at Ithaca, 263 passengers came in on the steam train. At South Lansing, 131 of them got on one trolley car and 132 on another, for the trip into Ithaca. During these big events, additional trolleys had to be put on to handle the crowds between Ithaca and South Lansing. Sometimes even Pullman cars were handled over the Short Line, in connection with the movement of football and baseball teams.

Regular freight service began on the "short line," between Auburn and Ithaca, on February 1, 1909. Most of the tonnage on the N.Y.A.&L. was interline, having originated on the New York Central. Although the road served several industries at Ithaca and Auburn, a large volume of the freight handled consisted of farm produce, coal, fertilizer, lime, etc. The Short Line served coal yards at South Lansing, Davis, North Lansing, Venice Center, Merrifield and Mapleton. There were facilities for handling hay, grain, wheat, etc., at Genoa, while there was also a creamery and an oil station at Venice Center. The road served the Columbian Rope Company, at Auburn, together with other industries.

Although Ithaca is well known as a college town, it must be remembered that it is also an industrial and merchandising center. While many of the industries at Ithaca were served either by the Lehigh Valley or the Lackawanna, there were some which received and shipped by way of the Short Line. These included the Fall Creek Milling Company, the Ithaca Paper Mill, and Scott Brothers, bakers. The Short Line did not have track connections with any of the steam railroads at Ithaca. However, a few miles out of Ithaca, on the electric line, there was an interchange with the Lehigh Valley, at McKinneys. This was used mainly to transfer coal in carload lots from the L. V. to the Remington Power Plant. This plant generated power for both the Ithaca trolley system and the N.Y.A.&L.

The steep grade out of Ithaca and the lack of proper facilities at Ithaca, put the Short Line in a poor position to compete for a share of the freight traffic in and out of Ithaca. Because of the steep grades and lack of terminal space, it was impossible to run steam locomotives into Ithaca. Steam locomotives usually terminated their run at South Lansing, although they could be operated as far as the Remington Power Plant, at McKinneys, which was still about two and one-half miles out of Ithaca.

However, both carload and less carload freight were handled over the trolley section of the road. For a while, the company used a small four-wheeled electric locomotive. This engine was known as "10" and was only twenty feet in length and weighed only eight tons. It, unfortunately, was capable of handling only one car at a time. This meant a great number of trips back and forth, when any number of freight cars had to be moved between Ithaca and South Lansing. Another piece of equipment used in freight service on the electric line was car number eleven. This was a large express-baggage car which did duty also as an electric engine. The car was painted a dark green and carried a removable snow plow. It handled less-carload freight and express and was in service all during the career of the road. The company, for a short while, also used a large, open car to pull the freight cars in and out of Ithaca. As the electric section used the same voltage as the city trolley line in Ithaca, the voltage became very low when freight was being handled by the electric motor, especially at a distance from the sub-station.

Besides the electric freight motors, the road also owned the usual line of standard, steam railroad freight cars, including box cars, flat cars, gondolas, a caboose and a Russell snow plow.

The inability of the promoters to carry out their original plans to electrify the railroad and provide interurban service placed the N.Y.A. &L. in a bad position. The competing railroad routes between Ithaca and Auburn, lack of better freight facilities at Ithaca, and the sparse population along the route soon brought financial troubles to the Short Line. The company defaulted on payment of interest on its bonds in 1911, and, on January 6, 1912, Justice George F. Lyons, at Binghamton, N. Y., appointed John W. Dwight and Roger B. Williams, of Ithaca, as receivers of the New York, Auburn and Lansing Railroad.

Another locomotive to be acquired by the company came on the road during this period. This was engine number five, placed in service in 1911. It was an American type, 4-4-0, purchased second-hand from the Pennsylvania Railroad. It weighed fifty-one tons. All of the locomotives used on the Short Line were second, and in some cases, third-hand.

A new organization was formed to take over the Short Line. The Central New York Southern was incorporated on March 30, 1914, and acquired all the property of the old N.Y.A.&L., and also control of the Ithaca Traction Corporation, through ownership of the entire capital stock. The new group was headed by R. B. Williams, Jr., as President, With H. W. Fitz of Pawtucket, R. I., as Vice-President. H. A. Clarke was General Manager, with T. P. Clancy as Assistant Manager. Mr. Clancy later became General Manager. Although the railroad had a new corporate title, it still carried the name "The Ithaca-Auburn Short Line."

The new owners of the line did their best to make a going thing of the railroad. After a thorough study of the conditions, it was realized that some changes had to be made, if the railroad was to be a success. The transfer of passengers at South Lansing had to be eliminated and better terminal facilities were needed at Ithaca.

The Central New York Southern purchased for the passenger service, in 1914, two McKeen motor trains. These cars were considered the latest thing in short line equipment and it was hoped that they would solve some of the problems of the road. These motor cars, numbered 101 and 102, were assigned to the passenger runs between Ithaca and Auburn. Instead of terminating at South Lansing, as did the steam trains, these motor trains ran down to the edge of Ithaca, at Renwick Park. Here, passengers had to transfer to a trolley for a several-blocks run into State and Tioga Streets. The big, round-windowed, McKeen cars were too much for the city streets, so they were turned on a "Y" at Renwick. The McKeen cars made the grade between Ithaca and South Lansing fairly well, but they did not operate too satisfactorily in snow. Snow was another problem in the Ithaca area and, often during the winter, engine number four was assigned to break the road open with the snow plow. Once, through traffic was tied up by snow for sixteen days and, another time, over a period of twenty-five days, the line was tied up for fifteen days. Steam trains were operated in place of the motor cars during the snow storms, as the McKeens had only one pair of drivers and were not much good in the drifts.

There was also a plan to acquire another, more favorable terminal in Ithaca. There was a connection proposed with the Lackawanna and a station proposed at State and Meadow Streets, Ithaca, but this plan was never carried out. This plan would have eliminated operation over the Ithaca Traction trolley tracks. When any of the electric equipment on the Short Line needed repairs, it had to be taken over the Ithaca trolley tracks and repaired in the Ithaca Traction Company barn, on State Street, as the C.N.Y.S. repair facilities were located on the steam section, up at Auburn.

During World War I, the Central New York Southern was operated under the United States Railroad Administration. Prior to that time, the electric division was operated by verbal orders, but, under government control and until the line was discontinued, railroad train orders were issued for the various trolley movements on the electric section. Also, during the period of government control, the Short Line sold interline passenger tickets. Prior to that time and after the road returned to private management, only local tickets were sold.

Besides the trolley operations which connected with the steam trains at South Lansing, there were also several trips each way that terminated at the hotel at Rogues Harbor. This section never operated with too much success. In 1909, there were six trips a day into Rogues Harbor. This was cut to five, 1910, and three, in 1912. This short branch was finally discontinued on Oct. 19, 1920, and, after that date, electric cars were operated only to make the train connection at South Lansing.

The automobile soon began to cut into the revenues of the Ithaca-Auburn line. When the McKeen cars were first put on the express shipments on the road were too heavy for the limited baggage space, so steam trains were run on some of the trips, to handle the baggage and express work. However, as express and passenger business gradually declined, the McKeen cars were used more and more, until they practically replaced the steam runs.

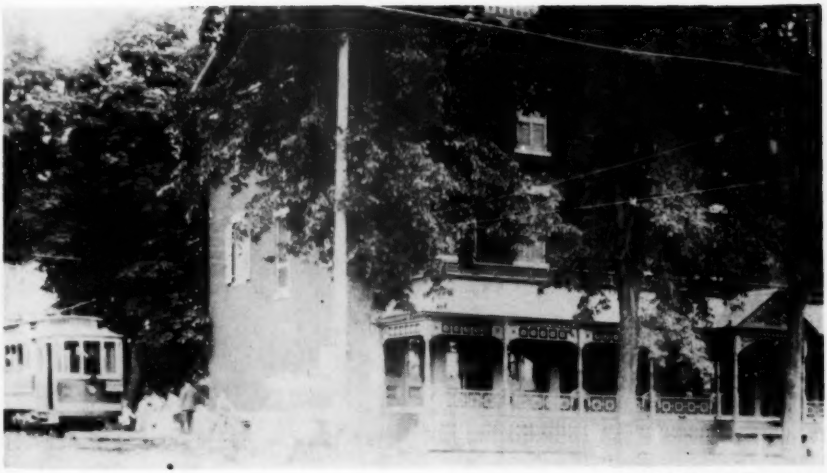
Many Cornellians still recall the Short Line and especially the odd-looking motor cars. The author's father attended Cornell and recalls riding the McKeens out as far as Asbury, on the electric section, and returning on one of the inbound electric cars from Rogues Harbor.

As years went on, business gradually declined. During the last years of the road, there was one steam freight train which made the round trip between Auburn and South Lansing, in anywhere from six to twelve hours, all depending on the volume of work to be done. Passenger service usually consisted of three to four passenger trips a day, in each direction.

The career of the Short Line came to a close in 1923. During that summer, service was gradually curtailed because of lack of patronage. The road received permission to discontinue operations and, on the evening of October 31, 1923, the last train arrived at South Lansing, and motorman Charles Sigler ran the last electric car into State Street, Ithaca. The following summer the line was torn up for scrap, which ends the story of the "Ithaca-Auburn Short Line."

Collection of T. P. Clancy

The first "Short Line" Station at Auburn, foot of Wright Ave., about 1908



Collection of Chas. Sigler

Old hotel at Rogues Harbor and trolley

Collection of Chas. Sigler

The snow shovelling gang crowds around No. 11

Collection of Author

Depot at Venice Center, May 30, 1948

NEW YORK, AUBURN & LANSING RAILROAD
AND
CENTRAL NEW YORK SOUTHERN RAILROAD

Motive Power Roster

Steam Locomotives

No.	*Builder*	*C/N*	*Date*	*Type*	*Data*
1	Baldwin			4-4-0	ex-Cumberland Valley-PRR. Scrap 1925.
2	Brooks	352	1879	4-4-0	ex-U1&E 13; EC&N 4; LV 904 and 2522.
3				4-4-0	ex-N. Y. C. No data.
4	Richmond	2742	1898	2-6-0	ex-R.F.& P. 21.
5	Altoona—PRR			4-4-0	ex-PRR. D-10a. 18"x24" 68" 65400/103600.
6	Altoona—PRR	2053	1898	2-6-0	ex-PRR 687, F-1a.

No. 6 is said to have been purchased, following a fire on Feb. 16th, 1916, which destroyed the engine house, at Auburn, and, in which fire, one locomotive was damaged, and another reduced to scrap. No. 6 weighed 146,000 lbs., with 128,000 lbs. on drivers. Tractive effort, 28,406 lbs.

Electric Motive Power

3	General Elec. Co.	1908	0-4-4-0	Freight locomotive.
6	General Elec. Co.	1908	0-4-4-0	Freight locomotive.
10			0-4-0	Freight locomotive.
11				Express car, used as a locomotive.
101	McKeen	1913		Gasoline motor car.
102	McKeen	1913		Gasoline motor car.

The final disposition of Nos. 3, 6 and 10 is not of record. Nos. 101 and 102 were destroyed by fire, in 1925. Whatever steam locomotives were still on hand were also destroyed in this fire.

Specifications of McKeen Motor Cars, Nos. 101 and 102.

Seating Capacity	83 persons.
Maximum Speed	70 M.P.H.
Length	72' 10".
Total weight	74,000 lbs.
Weight on drivers	30,000 lbs.
200 H. P., 6-cylinder, water cooled engines.	
Width of Baggage Door	36".
Length of Baggage Compartment	7' 10".
Width of Baggage Compartment	8' 7".
Capacity of Baggage Compartment	53 milk cans.

Miscellaneous Data

Mileage from Auburn

Auburn to	Whites	3.48 Miles
Auburn to	Mapleton	6.61 Miles
Auburn to	Kinslers	9.10 Miles
Auburn to	Merrifield	11.16 Miles
Auburn to	Wood's Mill	13.43 Miles

Auburn to	Venice Center	14.70 Miles
Auburn to	Myers	18.34 Miles
Auburn to	Genoa	19.88 Miles
Auburn to	Sills Crossing	22.05 Miles
Auburn to	North Lansing	24.12 Miles
Auburn to	Tarbell	25.15 Miles
Auburn to	Davis	28.36 Miles
Auburn to	South Lansing	29.27 Miles
Auburn to	Asbury	30.18 Miles
Auburn to	Esty	32.19 Miles
Auburn to	McKinney	33.41 Miles
Auburn to	Renwick	34.59 Miles
Auburn to	Renwick Junction	34.80 Miles
Auburn to	Percy Field	35.23 Miles
Auburn to	Ithaca (State & Tioga St.)	36.35 Miles

The above mileage includes .16 mile leased from the New York Central, at Auburn, N. Y.

Grades, Auburn to Ithaca, N. Y.

Grade	Each Side of L.V.R.R. Bridge at Auburn, N. Y.	2.00%
"	North, Rock Cut for 2800 Feet	1.60%
"	North Whites for 2500 Feet	1.20%
"	Through Mapleton, N. Y.	1.00%
"	Through Foleys, N. Y.	1.00%
"	North Kinslers	.90%
"	North Merrifield	.93%
"	South Genoa	.80%
"	North and South of fill at Tarbell	2.00%
"	Through Asbury, N. Y.	2.25%
"	From Water Wagon to Preventorium	2.27%
"	Preventorium to 500′ south of Long Crossing	2.40%
"	Through Esty's	2.11%
"	From South Esty to 1200′ south of McKinneys	2.27%
"	Then for 800 Feet South	1.68%
"	Then for 500 Feet South	1.00%
"	Then for 900 Feet South to power house switch	1.28%
"	Then for 500 Feet, north of Renwick bridge	2.55%
"	Then to Renwick Bridge	2.10%
"	Then to Renwick Junction (Ithaca trolley jct.)	1.52%

Acknowledgement

The old "Ithaca-Auburn Short Line" has been abandoned, now, for almost a quarter of a century. Data, information, historical facts and pictures pertaining to the old road are, for that reason, most scarce. Many of the old timers, who could have told many tales of the "short line," have now gone to their reward.

The author could not have prepared this paper without the most generous help of the following persons, who were connected with the railroad:

T. P. Clancy, former General Manager. Mr. Clancy has been most kind and generous in this project, assisting the author by making

available to him his private papers on the Short Line and his photographs of the railroad.

Charles Sigler, former motorman on the electric section. Mr. Sigler, still living in Ithaca, gave the author much important data and "leads" on sources of data pertaining to the road. Mr. Sigler gave many interesting details especially pertaining to the electric section.

George E. Taylor, former General Agent of the "short line" and now Assistant General Freight Agent of the N.Y.C., at Buffalo. Mr. Taylor, still a busy man in traffic work, recalled important points pertaining to the operation of the road, especially the traffic end, which was his department.

B. G. Webster, former dispatcher at Auburn, for the "short line." Mr. Webster, now out of the railroad business for many years, was able to give interesting accounts of construction days and the operations of the road, especially, the big trains that ran to the fair at Syracuse.

These men gave much of their valuable time to assist the author in this project and much credit must be given them for many of the interesting details contained herein. Should there be any events, which may have passed from the memory of those connected with the Short Line, the author would certainly like to learn of them.

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The Savor of Old-Time Southern Railroading

A Choice From Workingmen's Memoirs

EDITED BY JESSE C. BURT, JR.

The night of May 9, 1907, a Thursday, a group of twenty-two men gray in the service of the Nashville, Chattanooga and St. Louis Railway formed a club. This was known as "The Old Guard of the N. C. & St. L. Railway," and the club lasted until 1933, when it was kept out by the penury of depression and the depletion of the grim reaper. This article is an anthology from the collected papers of the "Old Guard," papers presented at various meetings of the association.

To be in the "Old Guard," the candidate was required to have a record of service on the road that extended back to ante-bellum days. Someone has said that the only date most southerns over fifty know is the one for the origin of the Civil War; apparently this was the case with the veteran railroad operatives. It may be interesting to know that the first meeting of the club saw twenty-two men present with the stipulated length of time. The original records show a collective tenure of that group amounting to the astronomical figure of 1,552 years.

The "Old Guardsmen" really began their careers on the predecessor of the Nashville, Chattanooga and St. Louis, a railroad known as the *Nashville and Chattanooga,* a line 154 miles long, connecting the two cities noted in the corporate title. The "St. Louis" was added in 1873 for various reasons needing no comment here. Since the Nashville and Chattanooga, which was chartered by the Tennessee General Assembly in 1854, did join Nashville and Chattanooga, thus making a good connection between the northwest and the southwest, it became strategically important in the Chattanooga and Atlanta campaigns conducted by General William T. Sherman.[1] So it is not surprising that the "Old Guardsmen," with their long records, frequently discoursed on the events of the Civil War.

Now this particular "Old Guard" has some interest for the historian because of the legacy of memoir material left by it. This legacy came about because the "Old Guard" had annual banquet meetings at the depot in Nashville; at the banquets someone usually made a speech about old days on the Nashville and Chattanooga. A secretary supplied by the railway company saved the papers of the speeches, and then bound them in a slim but neat "minute book." There are two of these minute books, but the editor has only extracted material from the first such volume, a book covering the period 1907 to 1915. The memoirs in the latter collection are of rich interest for they cover the ante-bellum period, dealing for the most part with actual railroad operations and practices and such data are comparatively rare. This fact, rather than antiquarian motives, induced the choice here represented.

In making a choice the editor has taken out portions from various speeches which throw light on operations. He has supplied topic headings and in general has endeavored to garner an anthology from rather unique railroad material.

The purpose of the "Old Guard" was aptly set forth in the first invitation to come to the meetings: "to indulge ourselves . . . . with personal reflections and talks in a cursary [*sic*] way, some of the incidents, people and conditions . . . since our connection with the road."[2] The selections which immediately follow deal with the era 1850 to 1860 and as they will doubtless show, some of the "old-timers" developed genuine facility in telling a story.

Methods of Billing as Reported by One of the "Old Guard"

When I came to work at the freight office, Mr. N. K. Aiken was the manifest or way-Bill clerk, and as he made out the manifests, my work was to enter them in a large record book, item by item in full, giving the number of every manifest, number and kind of cars, names of consignors and consignees, marks, weights, destinations, rates, freight charges, etc. on each bill, then fold and place in envelopes and address for conductors handling local freight, and forwarding through bills to agents at transfer points. This was before the large copying press and copying books or sheets ever came to the Nashville Freight office.[3]

Handling of Freight in 1858

At that time all freight moving through Nashville for the South came here by steamboat on the Cumberland River,[4] and was transferred by wagons and drays from the Broad Street wharf to the depot . . . Even after Louisville & Nashville railroad was completed (1858) and opened to Nashville for business, all freight was handled between the roads, and between the river and the roads by wagon and drays for long years, and everything had to be reloaded, rebilled, and freight assessed, charges forwarded, etc., and it was with slow steps and through many years of tedious delay that the present through carload and through train movement without delay or disturbance was brought about. At that time the maximum carrying capacity of a car was 16,000 lbs. . . .[5]

Train Dispatching as it might have been done

Train dispatching by wire, as carried on now, was hardly thought of then, and all trains were intended to be moved on time card figures, under the prescribed rule to keep on the safe side; consequently they were frequently hung up, delayed and held out waiting schedule requirements, and much trouble was experienced by the operating department. When Col. Cole[6] was Superintendent[7] one of the telegraph operators suggested to him that the difficulty of passing trains on the line could be overcome by running all trains southbound one day and northbound the next. This was a bright idea.[8]

The Peculiar Traits of one Engineer

I was braking on a train—a new engineer came out with a new fireman. It took about one hour to get to Antioch.[9] He would run her dry and then pump her over [*sic*]. She was the nastiest engine I ever saw when we got to Antioch. He opened the fire door and was looking in the

fire box when the soft plug melted—he jumped off, took through the fields as fast as he could run, the fireman after him—they towed the engine back to the shops; old man Webster[10] gave him a kick about six inches below the small of the back, and he was never heard of here again.[11]

The Civil War

I remember to have seen one hundred old time railroad men lay down their jobs, not in mutiny but for the love of the road and their country, and form a regiment in the 1st Tennessee Regiment.[12]

Wrecks and Train Ordering

Wrecks at that time would be two or more per day. In clearing we had to pull them on by block and pull rope, sometimes two hundred yards long with 150 men to pull . . . Then 15 miles per hour was the limit for passengers and ten for freights. We had no numbers in those days for time table, trains were known as day and night passenger, and freight just simply as East and West[13] freight.[14]

Of French Brandy and Tin Dippers

In earlier railroad days there was not much said in regard to the use of whiskey and sometimes it was forced on us in place of water. In 1854 a bad Cholera epidemic was raging in Nashville and when we roustabouts had nothing else to do we had to work in the freight house and were not allowed to drink water but instead a bucket of French brandy and a tin dipper were at each door and we had to drink that or nothing.[15]

Of Strikes

There never was but one strike on the old Nashville & Chattanooga road. When old man Hayne[16] was set up as conductor he employed six decrepit old men as brakemen, they had heard of strikes and they talked it over. One old man by the name of Perry[17] said he would go and tell the Superintendent[18] and he would raise their pay, so he went up in the office and found the Superintendent at his table writing and said, "Mr. Cole, I strike." Mr. Cole said, "You strike for what?" Perry said, "Better pay." Mr. Cole told him to strike out of there and strike home afoot . . . and ended one of the greatest strikes in ancient or modern times.[19]

Track Hazards

The track was laid with flat rails spiked to the stringers[20] and would sometimes turn up at the end and form what was called a "snakehead." One day a bar flew up and went through the bottom of the car and out at the top.[21]

Changes, an Ironic Commentary

Many changes have taken place on the road in the last 54 years. In former times the first place to go after putting away the train was to the

saloon and tank up on booze and play cards, get drunk and fight.[22] But now we hardly ever hear of a railroad man getting drunk. They all seem to be sober and perfect gentlemen.[23]

Operations and Other Matters

My first job in life was wiping engines in round-house. I was water-boy on one of the first three passenger trains put on the road from Nashville to Chattanooga at night. We had to stop at the springs and get the water. They had no coolers. During Mr. Stevens'[24] time the company had to do the switching in the yards with mules. The first engine that did the yard switching was known as the cow-eater, not having any number. The Hugh L. White[25] engine broke down through the Duck River bridge, Friday, March 2nd, 1857. I passed wood on the Gov. Seiver[26] and Gov. Carroll[27] the night passenger engines. They were both built in Nashville. About this time the war started and I went south with the Railroad company, First Tennessee Regiment.[28]

Enginemen

I began my service on the road in April, 1854 as brakeman. At that time they had two men on engine, fireman and woodpasser.[29]

Accidents

The Nashville & Chattanooga still holds her ancient reputation as having never killed a passenger. There has [*sic*] been a few railroad men killed but never a passenger. There is an overhead bridge just south of Henderson Flag Station[30] that has killed several men. There was one brakeman killed by striking his head against it, I carry a great scar in the crown of my head I got against it. A conductor, Dave Ramsey struck his head against it, he fell between the cars and fell across the draw bars, a free negro by the name of Dick Rouse saw him and run [*sic*] down and got him by the waistband of his pants and pulled him on top, he could never smell or taste anything afterwards, it knocked out all of his front teeth.[31]

Safety

I might say there was much more in the customs than the rules—the principal rule was to take the safe side and run no risk, and as to how well this rule was adhered to the records will show—in my more than 25 years of train service I never saw two engines come together, or had but one tail end collision, and that was a light engine following me down Cumberland Mountain[32]—engineer losing control and getting rattled, doing no other damage but breaking a few drawheads.[33]

A Railroader Recalls the Civil War

As a general thing we had pretty good times until the breaking out of the Civil War, there hardship and trouble increased—up to that time we used four days in making a round trip from Nashville to Chattanooga, leave Nashville in the morning, run to Decherd, 82 miles,

lay over all night, leave second morning, run into Chattanooga second day, lay over all night, leave Chattanooga third morning, run to Decherd, lay over all night, run into Nashville evening of the third day, hauling not exceeding 16 cars in a train and not exceeding 16,000 lbs. to the car. After the beginning of the Civil War we had a great deal of trouble in securing train men, on one occasion I left Nashville with a full train, and had one trainman, and a pouring rain. When I arrived at Murfreesboro he played out and left me— I went to work, switched all my good brakes together and lit [*sic*] out alone, thinking I would be sure to pick up some one at Decherd—I arrived at Decherd all wet and cold, and to my astonishment the next morning I left for Chattanooga without a man, and had the assistance of the fireman down the mountain; half my cars stopped at Stevenson,[34] the acting agent at Stevenson gave me a lot of cars there for Chattanooga. I asked him if he was going to play brakeman on those cars to Chattanooga. He replied "not much" . . . . I felt the effects of this trip for two weeks . . . I continued to run on the south end of the road until the summer of '63,[35] I then ran between Knoxville and the Virginia salt works hauling out salt until the attack on Chattanooga. I happened to be in Knoxville. I left there with a load of salt for Dalton, Ga. There I left my salt and ran into Chattanooga and moved our machinery from the shops down in Georgia. We concentrated all our rundown stock at Decatur, Ga. where we established temporary shops and put everything in as good shape as our facilities would permit. Some time in September '63 I left Decatur with a train load of cotton for Wilmington, N. C. . . . I remained on this run until Xmas '64 I went to Columbia, S. C. to haul a lot of commissary stores for the Confederate Government from points on the C of G road[36] . . . When Jeff Davis and Cabinet and Treasurer were making their escape from Richmond, I met them at Newberry, loaded them on board and hauled them to Abbeville, S. C., a distance of 59 miles, where they loaded on wagons. I remained at Newberry until return [*sic*] to Nashville I continued in the service of this company and of course found quite an improvement over the old rules and regulations in vogue when we left this country, pursued by an invading army.[37]

Human Nature

Some of you will remember the engineman whose conductor, not doing to suit him, wanted to add too many cars, or something of that sort, was left standing on the main track, the engineer deliberately pulling the pin out from behind the tender, and going on with a light engine to the terminal . . . Another instance some of you will recall. An engine had stalled on the mountain; the engineer whom you all know well, tied down the safety valves—there were no pops in those days, put on the blower, sanded the rail, pulled the throttle wide open, pirched [*sic*] himself on the side of the cut, and threw rocks at the old kettle, abusing her all the while, until presently the steam pressure went away up beyond the limit, and the train moved off. What would we do with a fellow who would be guilty of a trick like this now? We would doubtless judge him insane.[38]

Locomotives

We had engines that ten cars of 16,000 capacity loaded, though there were two awful [*sic*] big engines that would pull fifteen cars. I can't [*sic*] think of all their names, though one was the V. K. Stevenson,[39] one Grampus, one Cumberland—these were the big ones, the Cumberland too big to run.[40] Then there were, I think, ten built in Nashville. These were the ten car capacity.[41]

The Perils of Operations

When the Civil War broke out, I was running the old Cumberland, at the mountain[42] one night her water got low and I took her out to pump up and she stalled on me, I had no lamp, I took the tongs and snatched a billet of wood and run [*sic*] back to stop the passenger train, as luck would have it, she got steam enough to get back in the side track before the passenger train arrived. A freight train in old times had to wait at a meeting point for a delayed train twenty minutes late until the delayed train was passed . . .[43]

The Perils of Operation, another Version

. . . you will understand we did not use the telegraph in running trains, and if for any cause a freight schedule was abandoned, you would receive no notification of it, and on one occasion I was coming from Chattanooga to Nashville—I had a meeting point at Smyrna with Decherd Night Freight; we arrived at Smyrna on time, pulled on side track, and being about midnight and all pretty well worn out, we all went to sleep—when I awoke I found the entire crew asleep and no one knew whether the opposing train had passed or not . . . While I knew that frequently this train was abandoned, yet I did not know whether it was on this particular night or not, so I adhered to the main old rule (take the safe side) and we flagged all the way Smyrna to Nashville; on our arrival the night man in the office asked the questions [*sic*] what delayed you, my answer, doing work on and off the rails a few times—that was the end of it—But I was anxious to know if the train passed us in our nap, but I was afraid to ask this night man anything about it, so in the afternoon when I came down to the Train Master's office I casually remarked who went out on Decherd night freight last night. Why, he remarked, there was none went out last night—"That's so, I did not meet any at Smyrna last night." In those days it was indeed a rare thing to run a round trip from Nashville to Chattanooga without a run off, however in those days we made such slow time that we seldom did much damage when we did leave the rail.[45]

The Philosophy of the Early Railroad Man

When Socrates, the Greek philosopher, called man to the study of himself by the memorable precept "Know thyself," he gave him the hardest task possible at that time, but the steam railroad had not been thought of then.[46]

Footnotes

*The author wishes to express his appreciation to Mr. Thomas A. Clarkson, Secretary, Nashville, Chattanooga and St. Louis Railway for permission to explore and publish from the historical materials of his railway, and also to Professor Arthur H. Cole for various informal suggestions regarding this article.

1. Historical data are from the writer's History of the Nashville, Chattanooga and St. Louis Railway, 1873-1916 (unpublished Ph. D. dissertation, Vanderbilt University, 1950) and the same writer's "Four Decades of the Nashville, Chattanooga & St. Louis Railway, 1873-1916," *Tennessee Historical Quarterly*, IX (June, 1950), pp. 99-131. Figures on the collective service record are from Old Guard Minute Book I, p. 7. This volume is located in the Secretary's Office, N. C. & St. L. Railway, Nashville, Tennessee.

2. Quotation from Old Guard Minute Book I, p. 7. Note: the spelling, punctuation, capitalization, and the like of the original material are faithfully followed. It should be pointed out that the "Old Guard" secretary apparently wrote out the various speeches on the typewriter, and it is evident that there were certain minor inconsistencies involved in the process. The present editor, nonetheless, has reproduced the excepts as they are in the minutes in question.

3. Address by W. L. Danley, General Passenger Agent, May 9, 1907, Old Guard Minute Book I, p. 8. From all accounts, Danley was the moving spirit behind the "Old Guard." He is remembered as something of an amateur historian. The "Dixie Flyer," perhaps the best known of N. C. & St. L. passenger trains, was named by Danley. He was also responsible for beginning the policy of advertising widely the fact that the N. C. & St. L. reached many of the great battlefields of the Civil War. Danley began on the Nashville and Chattanooga in 1857 as a clerk.

4. The city of Nashville is located on the Cumberland River. Broad Street runs to the foot of the river, left bank.

5. Address by W. L. Danley, May 9, 1907, Old Guard Minute Book I, p. 9.

6. Edmund W. Cole, Superintendent of Transportation, 1854-1860; president of the Nashville and Chattanooga and successor company, 1868-1880. Cole actually was a colonel in the Confederate army, and the term was not an honorific one, however the southern penchant for exalting all members of their army to the rank of major or higher.

7. The superintendent was second-in-command to the president.

8. Address by W. L. Danley, May 9, 1907, Old Guard Minute Book I, p. 10.

9. Approximately nine miles southeast of Nashville on the way to Chattanooga.

10. Thomas B. Webster, master mechanic at the Nashville shops, sometimes called the "roundhouse."

11. Paper read by Lafayette Lynch, May 14, 1908, Old Guard Minute Book I, p. 32. Lynch was one of the polished story tellers of the "Old Guard" as was his brother, William. The former started work on the Nashville and Chattanooga in 1854 as brakeman, became woodpasser, fireman, and engineer. He was a yard watchman in 1908. Biographical data from *ibid.*, p. 77. In citing the speeches, addresses, or papers, the editor follows the form in the minutes. The fact that the majority of the speeches were read from prepared papers undoubtedly helps to account for literary skill that might not be expected of railroad operatives of 1908 at least when called upon to make a speech. Apropos of this point, not all the "Guard" gave talks; apparently such efforts were given to those who could best do the job.

12. *Ibid.*, p. 34.

13. "East" was Chattanooga, 154 miles by rail; "west" was Nashville. But the "south end" of the road was Chattanooga. Apparently "north" was not a direction on the road.

14. Paper read by William Lynch, May 13, 1909, Old Guard Minute Book I, p. 51. This Lynch was referred to above. Like his brother Lafayette, he was a good speaker; he was a native of Tennessee; both brothers started to work on the Nashville and Chattanooga in 1854; they were Scotch-Irish. William also started as brakeman, was promoted to construction train engineer, and in 1908 was retired on a pension, after filling the same job of engineer for forty-three years. Biographical data from Old Guard Minute Book I, p. 81.

15. *Ibid.*, p. 46.

16. An unidentified person, but from various references in the minutes, he was a man of picturesque ways.

17. Unidentified.

18. E. W. Cole, see footnote No. 6.

19. Paper read by Lafayette Lynch, May 12, 1910, Old Guard Minute Book I, p. 61. Lynch was correct; there never was a strike on the Nashville and Chattanooga, so far as the editor is able to learn.

20. Cedar stringers, after the Civil War superseded by regular cross ties, as we know them today, but of white oak. The published *Annual Reports* of the Nashville and Chattanooga in this early period contain the statements of the resident engineer. The engineer often justified the use of cedar stringers. It was not until federal operations of the N. & C. in the Civil War that cross ties were used at all on the line.

21. Paper read by William Lynch, May 12, 1910, Old Guard Minute Book I, p. 64.

22. The first formal book of Train Rules published by the N. C. & St. L. in 1900 made drunkenness grounds for dismissal.

23. Paper read by William Lynch, May 12, 1910, Old Guard Minute Book I. p. 64.

24. The speaker really meant Vernon K. Stevenson, president, 1848-1860.

25. Named after Hugh L. White, United States Senator from Tennessee, 1825-1840.

26. John Sevier was the first governor of the state of Tennessee. The Nashville and Chattanooga bridged the Duck River midway between Nashville and Chattanooga.

27. William Carroll was governor of Tennessee, 1823-1833.

28. Paper read by Joe Marshall, May 28, 1914, Old Guard Minute Book I, p. 94. Marshall, Negro, began as engine wiper, became water carrier, woodpasser, and brakeman. Biographical data from *ibid.*, p. 82.

29. Address by Lafayette Lynch, May 14, 1908, *ibid.*, p. 31.

30. Henderson Flag Station is seven miles out of Nashville towards Chattanooga.

31. Paper read by Lafayette Lynch, May 12, 1910, Old Guard Minute Book I, p. 61.

32. Eighty seven miles out of Nashville on the Nashville and Chattanooga.

33. Address of J. H. Latimer, May 9, 1907, Old Guard Minute Book I, p. 21. Latimer was born in Tennessee, started to work on the Nashville in Chattanooga in 1857 in a floating construction gang, in 1861 became freight brakeman, was promoted to conductor, served until 1885, when he was promoted to traveling

passenger agent. Biographical data from *ibid.*, p. 81. These data do not show that Latimer was also an engineer, but judging from his address he was at one time or another in his career.

34. Stevenson, Alabama. The N. & C. ran through the top northeast corner of Alabama to get into Chattanooga without the expensive construction work that would be required by a direct approach from Nashville into Chattanooga, since the latter is guarded by mountains of the Appalachian chain. *Cf.* any map of the N. C. & St. L. in *Poor's Manual.*

35. The year was 1863.

36. Central Georgia.

37. Address of J. H. Latimer, May 9, 1907, Old Guard Minute Book I. pp. 23-24.

38. Address by John W. Thomas, Jr., May 9, 1907, Old Guard Minute Book I, p. 18. Thomas was president of the N. C. & St. L., 1907-1914. He really began his work on the railway in 1872 as a fireman, later became engineer, assistant superintendent, superintendent and president. His father before him, John W. Thomas, Sr., was president of the road from 1882 to 1906.

39. N. & C. president, 1848-1860.

40. According to a legend that the editor is unable to document the *Cumberland* was really too heavy for the flimsy roadbed of the early Nashville and Chattanooga.

41. Address by William S. Lynch, May 13, 1909, Old Guard Minute Book I, p. 5. Smyrna was twenty miles east of Nashville.

42. Raccoon Mountain, just out of Chattanooga.

43. Address by Lafayette Lynch, May 12, 1910. Old Guard Minute Book I, p. 61.

44. Approximately twenty rail miles east of Nashville.

45. Address by J. H. Latimer, May 9, 1907, Old Guard Minute Book I, p. 22.

46. Address by W. L. Danley, May 9, 1907, *ibid.*, p. 13.

Nashville & Chattanooga R. R. Locomotives

From the Report of a Committee appointed by the Board of Directors Showing the Business and Financial Condition together with the Date of Entering Service from December 1, 1860 to June 30, 1866.

		Value
Tennessee	Harkness & Son	Dec. 1850 Scrap pile
Gen. Harrison	Harkness & Son	June 1851 Scrap pile
V. K. Stevenson	Harkness & Son	July 1851 $2000.00
W. S. Watterson	Harkness & Son	Feb. 1852 $2000.00
Grampus	Niles & Co.	Nov. 1852 (Sold to a Salt Co., a branch of the Va. & Tenn. R. R., near Abingdon for $20500 Confederate money.)
Nashville	Nashville Mfg. Co.	Dec. 1852 Scrap pile.
J. E. Thomson	Niles & Co.	Dec. 1852 $2400.00
Coweta	Norris Bros.	Mar. 1853 (Sold to Wills Valley R. R., 1860 renamed V. C. Larmore, then sold to Macon & Brunswick R. R., and renamed George Walker.)

Pollard	Norris Bros.	Mar. 1853	Sold in Chattanooga
Chattanooga	Nashville Mfg. Co.	Mar. 1853	$8500.00 now called "Tennessee."
Shelbyville	M. W. Baldwin	Apr. 1853	$1000.00
R. I. Moore	Nashville Mfg. Co.	May 1853	Exploded at Bridgeport
Cumberland	M. W. Baldwin	Aug. 1853	$2000.00
Gov. Sevier	Nashville Mfg. Co.	Aug. 1853	$7500.00
Gov. Houston	Nashville Mfg. Co.	Oct. 1853	$8445.00
H. L. White	Rogers K & G	Nov. 1854	$10,232.36
J. K. Polk	Rogers K & G	Nov. 1854	$5000.00
Andrew Jackson	Rogers K & G	Nov. 1854	$5000.00
Daniel Webster	Moore & Richardson	Mar. 1855	$5000.00
Henry Clay	Moore & Richardson	Mar. 1855	$5000.00
John C. Calhoun	Moore & Richardson	Mar. 1855	$5000.00
H. W. Conner	Rogers K & G	May 1856	$9956.98
George Peabody	Rogers K & G	Oct. 1856	$10,571.66
J. T. Soutter	Rogers K & G	Nov. 1856	$10,811.71
G. A. Trenholm	Rogers K & G	May 1856	$10,000.00
Wm. Moore	Rogers K & G	Nov. 1856	$10,000.00 (Belongs to
Wm. C. Smart	Rogers K & G	Nov. 1856	$10,000.00 McMinnville Co.)
Thomas Rogers	Rogers K & G	Oct. 1856	$10,000.00
John C. Caldwell	Norris & Sons	June 1856	$8500.00
Winchester	Norris & Sons	June 1856	$8500.00
Murfreesboro	Norris & Sons	June 1856	Exploded in Kentucky
H. Gourdine	Rogers K & G	Apr. 1856	$7000.00
G. B. Lamar	Rogers K & G	Nov. 1856	$7000.00
John P. King	Rogers K & G	May 1856	$8986.98
John Eakin	Harkness & Son	Apr. 1852	———
Tullahoma	M. W. Baldwin	Feb. 1852	———
Gov. Carroll	Nashville Mfg. Co.	Oct. 1853	$1000.00

Harkness & Son, Moore & Richardson and Niles & Co., were located at Cincinnati, Ohio. M. W. Baldwin, Norris Bros. and Norris & Sons were located at Philadelphia, Pa. Rogers, Ketchum & Grosvenor was located at Paterson, N. J. and the Nashville Mfg. Co., as the name implies, was located at Nashville, Tenn.

Locomotives of the Buffalo, Rochester & Pittsburgh Ry.

By Chas. E. Fisher

It was towards the close of a spring day during World War I that I first became acquainted with this railroad that entered Rochester, N. Y. There was a busy little "consol" making up the evening train for Salamanca and Pittsburgh, whose bell loudly proclaimed it to be—Brooks. The single sleeper, two day coaches and "head end" equipment were just as clean as soap and water could make them. The railroad coaches were painted a black green with the mirrored gothic windows and when the big Pacific backed down to couple onto her train, she was spotlessly clean and lettered and striped in gold leaf. The freight locomotives were lettered in aluminum and not striped and the letters B R & P Ry appeared on the tenders of both freight and passenger locomotives. The road made an interesting appeal and in that I was not to be disappointed.

In Bulletin 81, Mr. Allen has briefly traced the origin and the growth of this road which need not be repeated here. The early locomotives were of the 4-4-0 and 2-8-0 types from the Brooks Works at Dunkirk, N. Y. The 4-6-0 type appeared in 1887 from the same builder and the first Baldwin "consols" appeared in the same year. The gentle rolling country-side of western New York State changes with the approach towards the New York-Pennsylvania line and this road, like the others had to meet the challenge with larger locomotives that would handle heavier trains at a lower cost. From then until 1912, the "consols," whether from Brooks or Baldwin, "ruled the roost" in freight service. The last groups with their 21"x28" cylinders, 57" drivers, 54.4 sq. ft. of grate area, 200# pressure, were big "husky" locomotives that did yeoman's service on this road.

In 1888 the road received a group of "moguls" from the Baldwin Works and these were followed by another group in 1891. Both groups were used on the northern end of the road where the grades were less severe. The 4-8-0 type, never popular with our railroads because of the weight taken from the drivers and carried by the bogie truck, put in its appearance in 1897. The road had nearly forty of these locomotives, some of them were rebuilt to the 2-8-0 type and, as such, were improved. In 1907, the road received six locomotives of the 2-10-0 type. These had about the same grate area as the "consols" but with a 24x28" cylinder, they had a T. E. of 52730 lbs. The first group of locomotives of the 2-8-2 type were delivered in 1912 and the last were delivered in 1917, making a total of 48 locomotives. With a 26½x30" cyl., 63" drivers, 56.5 sq. ft. of grate area and 190# pressure, well designed, it was these engines, together with the "consols" that carried the greater burden of traffic during World War I.

In 1918 the road was receiving the largest number of engines they had ever ordered. It included nine 0-8-0 switchers, eight Pacifics, thirty 2-6-6-2 and seven 2-8-8-2 Mallet locomotives. The Class XX, 2-8-8-2 Mallets were not delivered to the road but were assigned by the U. S.

R. A. to the Pennsylvania. At the close of the war they came to their rightful owner and were used in pusher service, such at least was the intention. The Class LL, 2-6-6-2 Mallets were used in road service and the praises of these engines were spoken by Mr. J. P. Kendrick and his Road Foreman of Engines, Mr. Green, both of East Salamanca, N. Y. These engines had a grate area of 72.2 sq. ft. and could develop 80000 lbs. T. E. The Class XX had 99.2 sq. ft. of grate area and could develop 113000 lbs. T. E.

The road has never been a large passenger carrying road tho' a trip from Pittsburgh to either one of the northern termini, in the opinion of the writer, is one of the most scenic and interesting of any of our eastern roads. Up to the turn of the century, the 4-4-0 and 4-6-0 types were adequate to handle the passenger trains of this company. It is interesting to note that of the four 4-4-0 type locomotives delivered in 1883, three were rebuilt, one as recently as 1906. The 4-6-0 engines were of typical Brooks design and many of them were giving good service on the lighter trains during World War I. The road purchased 15 Atlantic types between the years 1901 and 1909. There were slight variations in their dimensions but these engines, with the introduction of steel equipment had to give way to the more powerful Pacific type. The first of these engines came in 1912, the last in 1918 and the road owned 17 locomotives of this type. With their 24½x26" cyl., 73" drivers, 56.5 sq. ft. of grate area, 200# pressure, these locomotives developed 36340 lbs. T. E. They were a handsomely proportioned engine, handled with ease the trains over the main line and were a real joy to behold as well as to ride behind. The last group of engines of this type were delivered in 1923 and these engines with smaller cylinders were not as powerful as the preceding group but they were capable of handling the service offered.

Yard service was performed by a group of 0-6-0 switchers together with the lighter freight locomotives but the 0-8-0 engines of U. S. R. A. design that were delivered in 1918 and 1923, like the other engines of this design, gave creditable performance in that service.

The road never went in for knick-knacks or fancy designs, rather, they chose a well put up, simple design to serve their needs. Devices such as power reverse gears, stokers, etc., when proven that they were capable of adding to the locomotive performance, were adopted but, let it be said to the credit of the management, that their motive power was well maintained at all times. Let it also be said that the passenger equipment also was always clean, both inside and out and the crews were courteous. Of the many things that I recall as a boy were the coal cars lettered—SILVER LAKE. These cars were owned by the Silver Lake Ry. and were a common sight in New England fifty years ago. From their numbers, had all been ordered "home" at the same time, the writer doubts if the 6½ miles of track would have held them all. They disappeared when the road was merged with the BR&P and, with the introduction of the steel gondola.

At the time the writer visited East Salamanca in 1918, behind the roundhouse were a line of the older 2-8-0's, 4-8-0's and some of the other

types. Asked if they were to be scrapped, the reply came that they were to be sold and the writer is indebted to our good friend "Jerry" Best for his listing the disposition of many of these older locomotives. The writer is also indebted to Mr. R. G. Nugent of Dansville, N. Y., for some of the data he furnished in connection with the attached roster.

Gone is the gold and silver lettering of the B R & P Ry on their locomotives and their equipment but it has not been forgotten by the writer. The road possessed an individuality not shared by many others and it still is, in the mind of the writer, one of the most scenic railroads in the east.

Locomotive Roster

4-4-0, 16x24" 62" 72000#
1- 2 Brooks 1873, 206 & 208

4-4-0, 17x24" 62" 76000#
3- 4 Brooks 1876, 288 & 285

4-4-0 16x24" 62" 72000#
5 Brooks 1877, 300
6- 8 Brooks 1878, 307, 306, 323
9 Brooks 1877, 324

4-4-0, 17x24" 62" 76000#
10-11 Brooks 1878, 337-338
12-16 Brooks 1881, 542, 545-546, 607-608
#13 became 2nd #11

2-8-0, 17x26" 48" 96000#
17-21 Brooks 1882, 722-726
22-36 Brooks 1883, 858-862, 865-869, 889-893

According to the records of the Brooks Locomotive Works, with the exception of Nos. 1, 2, 9, 10 and 11, which were built for the Rochester & State Line R. R., all of the other locomotives were built for the Rochester & Pittsburgh R. R. and there was no change in the numbering when the B. R. & P. Ry. was formed.

The following locomotives replaced the above by the BR&PRy:

Class N, 4-4-0, 18x24" 67" 90000#
1- 2 Baldwin 1891, 12321 and 12315

4-4-0, 18x24" 67" 81000#
5- 8 Brooks 1883, 920-923 Formerly Nos. 49-52

Class T, 4-6-0, 18x24" 68" 125000#
9&13 Brooks 1897, 2807 & 2873

Class Ca, 4-4-0, 17x24" 62" 96000#
11 Brooks 1881, 545—rebuilt Brooks 1895; orig #13

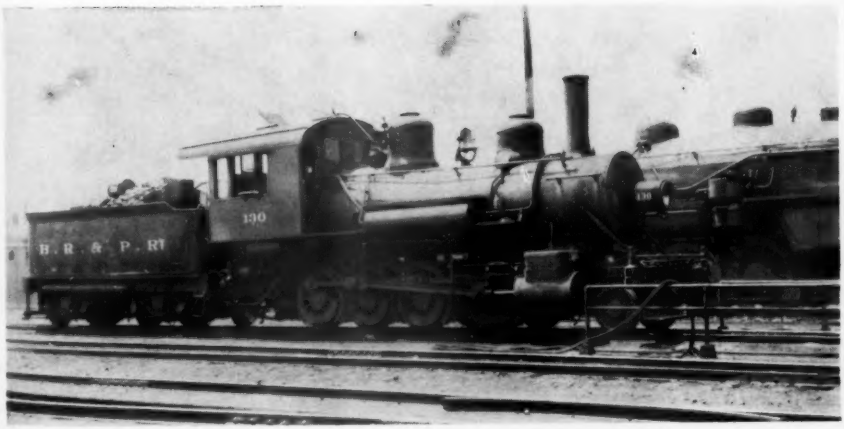
Class U, 4-4-0, 18x24" 68" 118500#
15 Dickson 1897, 962

Class I, 2-8-0, 20x24" 51" 115860#
18,22)
28,35) Baldwin 1891, 12306, 12311, 12314, 12316

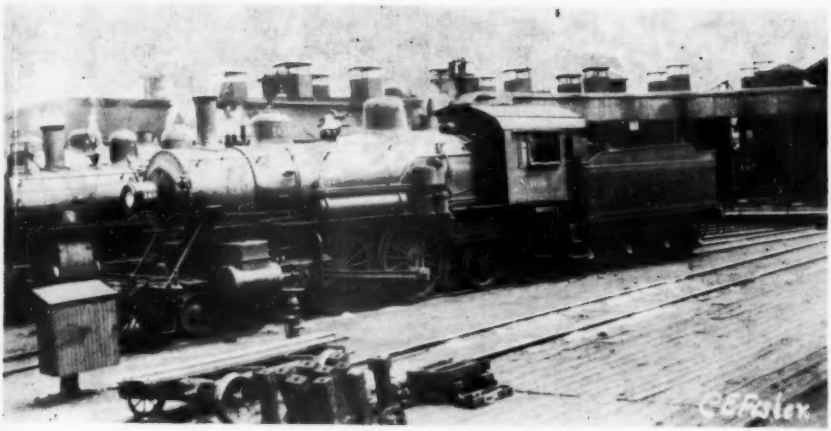
Class J, 2-6-0, 18x24" 57" 101600#
33 Dickson 1897, 852

Class X8, 2-8-0, 21x28" 57" 195000# 36827# 200#
3rd #1 Brooks 1913, 52620, ex Rural Valley #1, B & O #3082

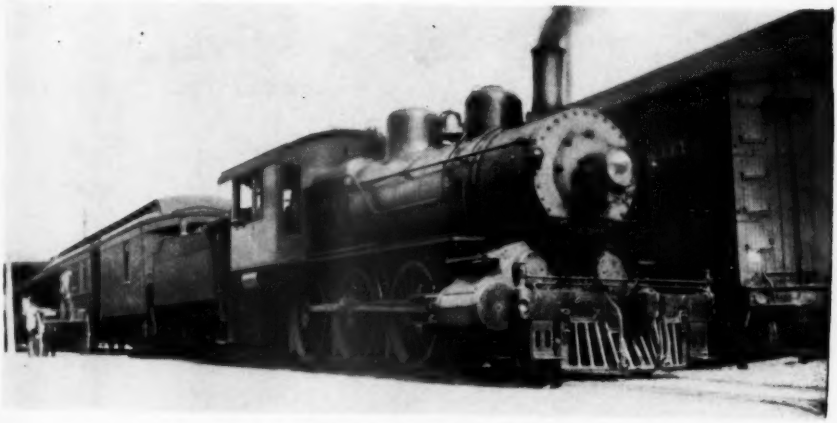
B. R. & P. #115, A-2, Brooks, 1892



B. R. & P. #130 at E. Salamanca, N. Y. Brooks 1894. Class P.



B. R. & P. #168, W. Baldwin, 1905, at Rochester, N. Y.



B. R. & P. #186, T-3, Brooks, 1900, at Perry, N. Y.

Class D, 4-6-0, 19x24" 56" 100000#

37-43 Brooks 1887, 1259-1265

Class E, 4-6-0, 18x24" 50" 96000#

44 Brooks 1887, 1258—rblt BR&PRy 1896

Class I, 2-8-0, 20x24" 50" 116000#

45- 48 Baldwin 1887, 8419-8420, 8525 and 8527

4-4-0, 18x24" 67" 81000#

49 Brooks 1883, 920 R&P #49, re 5, rblt Brooks 1906
50 Brooks 1883, 921 R&P #50, re 6, rblt Brooks 1899
51 Brooks 1883, 922 R&P #51, re 7.
52 Brooks 1883, 923 R&P #52, re 8, rblt Brooks 1893

Class Ir, 2-8-0, 13&22x24" 51" 122640#
20x24"—rebuilt

2nd 49- 52 Baldwin 1892, 12785-12788

2-8-0, 17x26" 46" 96000#

53- 56 Brooks 1883, 956-959 Ex R&P 53-56 #53 re 93
57- 60 Brooks 1883, 981-984 Ex R&P 57-60
61- 64 Brooks 1884, 986-989 Ex R&P 61-64
65- 66 Brooks 1884, 1012-1013 Ex R&P 65-66
61 sold to Silver Lake Ry.

2-8-0, 20x24" 50" 94000#

67- 68 Baldwin 1884, 7157 & 7212. Ex R&P 67-68
Rebuilt BR&PRy 1897, 19x24", Class K

Class Ir, 2-8-0, 13&21x24" 51" 124500#

2nd 53 & 56 Baldwin 1892, 12317 & 12312—rebuilt 20x24"

Class J, 2-6-0, 18x24" 57" 101600#

2nd 54 Dickson 1897, 855

Class I, 2-8-0, 20x24" 50" 116000#

69- 72 Baldwin 1887, 8842, 8849, 8848, 8851

Class L, 2-6-0, 19x24" 50" 100000#

73 Baldwin 1888, 9017 76-80 Baldwin 1888 9022-9026
74- 75 Baldwin 1888, 9019-9020 81-82 Baldwin 1888 9029-9030

Class L, 2-6-0, 19x24" 51" 102000#

83- 84 Baldwin 1891, 11537&11535 89-90 Baldwin 1891 11978&11981
85 Baldwin 1891, 11544 91-92 Baldwin 1891 11986&11989
86- 88 Baldwin 1891, 11551-11553

2-8-0, 17x26" 48" 96000#

93 Brooks 1883, 956, formerly #53

Class M, 2-8-0, 20x24" 51" 120000#

94- 98 Schenectady 1891, 3521-3525

Class I, 2-8-0, 20x24" 51" 117000#

99 Baldwin 1891, 11640

Class F, 0-6-0, 17x24" 49" 66000#

100-101 Brooks 1882, 894-895 Ex R&P 100-101
102-103 Brooks 1883, 946-947 Ex R&P 102-103
104-105 Brooks 1884, 990&999 Ex R&P 104-105
100 rebuilt BR&PRy 1898, 16x24" 49" 86000 Class Fr.

Class G, 2-6-0, 18x24" 51" 94000#

106-108 Baldwin 1887, 8860, 8862-8863

These engines had sloping tanks and were used in switching service.

Class O, 2-8-0, 17½x26" 48" 104000#

109-114 Brooks 1892, 2173-2178

Class A2, 4-4-0, 18x24" 67" 92000#

115-116 Brooks 1892, 2179-2180

Class P, 2-8-0, 18x26" 48" 129000# 26852# 180#

117-118 Brooks 1893, 2230-2231 #117 B&O #3000 E-51

119 Brooks 1893, 2234

120 Brooks 1893, 2236 B&O #3001 E-51

121 Brooks 1893, 2239 B&O #3002 E-51

122 Brooks 1893, 2243

123 Brooks 1893, 2246 B&O #3003 E-51

124 Brooks 1893, 2248

125-126 Brooks 1893, 2295-2296

The above ten engines were ordered by the BR&PRy for the Clearfield & Mahoning R. R. and were lettered for that road.

Class Q, 4-6-0, 18x24" 56" 110000#

127 Brooks 1893, 2222

Class P, 2-8-0, 18x26" 48" 129000# 26852# 180#

128-135 Brooks 1894, 2413-2420. #128 sold to N. Y. & Pa R. R.

Nos. 129, 131, 135—B&O 3004-3006 Class E-51

Class S2, 4-8-0, 20x26" 55" 158000#

136-137 Brooks 1898, 3088&3095

Class I, 2-8-0, 20x24" 51" 120000#

138 Baldwin 1891, 11715. Ex Mahoning Valley R. R. #1

Class S, 4-8-0, 21x26" 55" 172000#

139 Brooks 1897, 2667

140-142 Brooks 1897, 2780-2782

The #139 was built 5-1896 for the St. Lawrence & Adirondack R. R. #15, "Manitou." On 11-1896, she was sold to the BR&PRy., and they in turn sold it to the Cumberland & Manchester R. R. #56, after 1918.

Class P, 2-8-0, 18x26" 48" 129000# 26852# 180#

143-146 Brooks 1897, 2874-2877 Nos. 145-146 B&O 3007-3008 E-51

Class S2, 4-8-0, 20x26" 55" 158000#

147-149 Brooks 1898, 3096-3098

Class F2, 0-6-0, 19x24" 50" 108000#

151 Brooks 1898, 2993

Class F3, 0-6-0, 20x26" 51" 138500# 31200# 180#

152-156 Brooks 1904, 28753-28757, B&O 390-394, D-44

Class W, 4-4-2, 19½x26" 72" 150300#

160-161 Baldwin 1901, 19045-19046. #160 to G.M. & N. #40

Class W2, 4-4-2, 20¼x26" 72" 173000# 25173# 200#

162-163 Brooks 1901, 3926-3927, B&O 1487-1488, A-6

Class W3, 4-4-2, 19½x26" 72" 164000# 23373# 200#

164-167 Brooks 1903, 29391-2, 29398 & 29390

Nos. 165-167, B&O 1489-1491, A-7

Class W, 4-4-2, 19½x26" 72" 150000#
168-169 Baldwin 1905, 26144-26145

Class W4, 4-4-2, 20½x26" 73" 183500# 25445# 200#
170-173 Brooks 1906, 40668-40671, B&O 1492-1495, A-8

Class W5, 4-4-2, 20½x26" 73" 195000# 25445# 200#
174 Brooks 1909, 46410 B&O 1496, A-8a

Class R, 4-6-0, 19x24" 57" 133000#
176-177 Brooks 1895, 2523-2524
Delivered under Nos. 136-137 and renumbered in 1898.

Class T3, 4-6-0, 18x24" 63" 133000#
186-189 Brooks 1900, 3556-3559

Class T2, 4-6-0, 18x26" 69" 146000#
190-194 Brooks 1899. 3104-3108

Class S2, 4-8-0, 20x26" 55" 158000#
200-209 Brooks 1898, 3078-3087 214-218 Brooks 1899, 3162-3166
210-213 Brooks 1898, 3010-3013 219-228 Brooks 1899, 3356-3365

Class S3, 4-8-0, 20x26" 55" 170300#
229-238 Brooks 1900, 3586-3595 240-245 Brooks 1901, 4014-4019
239 Brooks 1900, 3603

Class X, 2-8-0, 21x28" 57" 184000# 36827# 200#
250 Brooks 1903, 26460 261-269 Brooks 1903, 26461-26469
251-260 Brooks 1903, 26554-26563
Nos. 252 & 254, B&O 3011 & 3012, E-53
251 went to the L. S. & I. #26
265 & 269 to Chicago, Attica & Southern and the 269 to the Tonopah & Goldfield
250 was delivered under #249 but subsequently renumbered

Class V2, 2-8-0, 22x28" 56" 173000# 41140 200#
270-274 Baldwin 1902, 20261, 20310, 20311, 20719-20720
Nos. 270-272 & 274, B&O 3084-3087, E-58

Class V3, 2-8-0, 22x28" 56" 175000# 41104# 200#
275-279 Baldwin 1903, 22232, 22260, 22268, 22352, 22427
280-284 Baldwin 1903, 23215-23216, 23230, 23273, 23277
Nos. 275-281, 283-284, B&O 3088-3096, E-58a

Class Vr, 2-8-0, 22x28" 56" 175000# 41140# 200#
285 Baldwin 1901, 19198, rblt BR&PRy 1907. Orig #250

Class X, 2-8-0, 21x28" 57" 184000# 36827# 200#
300-319 Brooks 1903, 27748-27767
Nos. 300, 312 and 315, B&O 3013-3014 & 3010, E-52
305 to Chicago, Attica & Southern in 1929

Class X2, 2-8-0, 21x28" 57" 184000# 36827# 200#
320-329 Brooks 1904, 30126-30135
Nos. 321-322, 327, B&O 3016, 3015 and 3017, E-53b and E-53c
320 to Chicago, Attica & Southern in 1929
328 to Morristown & Erie in 1927
330-334 Brooks 1904, 30385-30389
Nos. 330, 332 and 334, B&O 3025-3027, E-55

Class X4, 2-8-0, 21x28" 57" 184000# 36827# 200#
335-354 Brooks 1905, 37755-37774
Nos. 335-337, 339-342, 344-354, B&O 3051, 3054-3069, E-56

Class X3, 2-8-0, 21x28" 57" 184000# 36827# 200#

355-360 Brooks 1906, 40672-40677, B&O 3031, 3019, 3028-3030, 3020
361-364 Brooks 1907, 42441-42444, B&O 3032-3034, 3021
365 Brooks 1907, 42445, B&O None
366-374 Brooks 1907, 42446-42454, B&O 3035, 3049, 3036-3041, 3022
375-384 Brooks 1907, 44540-44549, B&O 3042-3043, 3023, 3044, 3050 3045-3048, 3024

B&O 3019-3020 Class E-54a B&O 3021-3024 Class E-54b
3025-3026 E-55 3027-3031 E-55a
3032-3048 E-55b 3049-3050 E-55c

Class X6, 2-8-0, 21x28" 57" 187000# 36827# 200#

385-392 Brooks 1909, 46400-46407, B&O 3070-3074, 3081, 3075-3076
393-396 Brooks 1909, 46652-46655, B&O 3077-3080

B&O 3070-3076 Class E-57 B&O 3077-3080 Class E-57a
3081-3082 E-57

Class Z, 2-8-2, 26½x30" 63" 275000# 54006# 190#

400-406 Brooks 1912, 50757-50763, B&O 4700-4706, Q-10
407-415 Brooks 1913, 52524-52532, B&O 4707-4715, Q-10a
416-427 Brooks 1913, 53765-53776, B&O 4716-4727, Q-10a
428-437 Brooks 1914, 54640-54649, B&O 4728-4737, Q-10a
438-447 Brooks 1917, 57199-57208, B&O 4738-4740, 4747, 4741-4746, Q-10a
No. 441 equipped with a booster and B&O class Q-10c
All engines built subsequent to 1912 weighed 280000#

Class Y, 2-10-0, 24x28" 52" 268000# 52730# 200#

501-506 Brooks 1907, 42720-42725, B&O 6500-6505, Y
507-508 Brooks 1909, 46408-46409, B&O 6506-6507, Y

Class F4, 0-8-0, 22x28" 51" 207000# 51000# 185#
525-528, 231000#
529-537, 233000#

520-524 Brooks 1918, 58012-58016, B&O 772-776, L-4
525-528 Brooks 1918, 58494-58497, B&O 777-780, L-4
529-537 Brooks 1923, 64594-64602, B&O 781-789, L-4a

Class WW, 4-6-2, 24½x26" 73" 258000# 36340# 200#
603-611, 262000#
612-616, 267000#

600-602 Brooks 1912, 50754-50756, B&O 5140-5142, P-17
603 Brooks 1913, 52523 B&O 5143 P-17a
604-606 Brooks 1913, 53777-53779, B&O 5144-5146, P-17a
607-608 Brooks 1914, 54707-54708, B&O 5147-5148, P-17a
609-611 Brooks 1918, 57993-57995, B&O 5185-5187, P-18
612-616 Brooks 1918, 58499-58503, B&O 5188-5192, P-18a

Class WW2, 4-6-2, 22½x28" 73" 241200# 33010# 200#

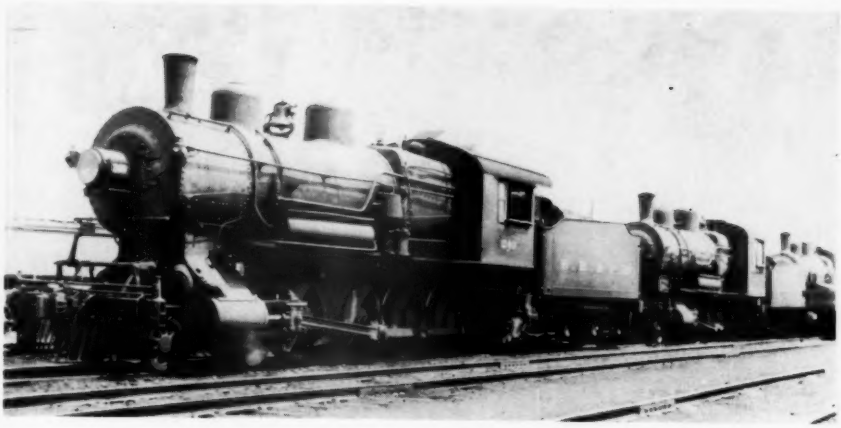
675-679 Brooks 1923, 64589-64593, B&O 5260-5264, P-19

Class LL, 2-6-6-2, 23½&37x32" 57" 429000# 80000# 200#
710-725 432000#
726-740 437000#
741-754 445000#

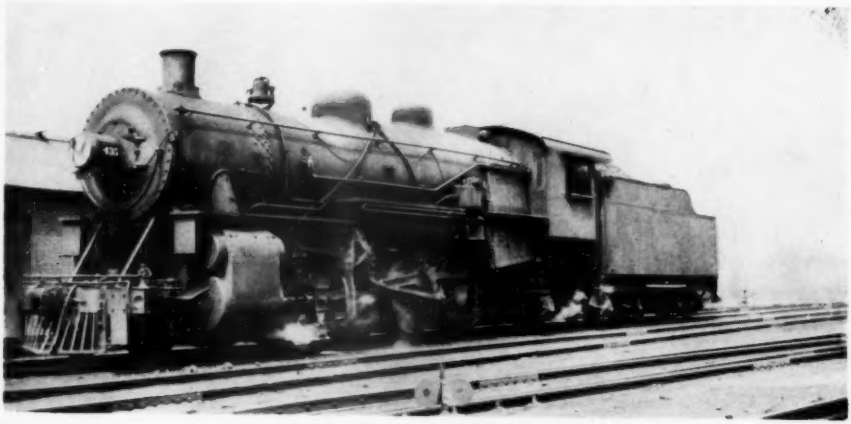
700-704 Schenectady 1914, 54702-54706, B&O 7500-7504, KK-4
705-709 Brooks 1917, 57209-57213, B&O 7505-7509, KK-4a
710-725 Brooks 1918, 57996-58011, B&O 7510-7525, KK-4b
726-740 Brooks 1918, 58479-58493, B&O 7526-7540, KK-4c
741-754 Brooks 1923, 64603-64616, B&O 7541-7554, KK-4d

Class XX, 2-8-8-2, 28&44x32" 57" 569000# 113000# 200#

800-805 Brooks 1918, 58017-58022, B&O 7316-7321, EE-2
806 Brooks 1918, 58498 B&O 7322 EE-2
807-808 Brooks 1923, 64617-64618, B&O 7323-7324, EE-2a



B. R. & P. #240, S-3, Brooks, 1901, at Salamanca, N. Y.



B. R. & P. #435, Z, Brooks, 1914 at Rochester, N. Y.

E. Salamanca, N. Y., where Buffalo meets Rochester and goes to Pittsburgh. B. R. & P. #607, WW, Brooks, 1914

B. R. & P. #739 and her crew at E. Salamanca, N. Y. Brooks, 1918. Class LL

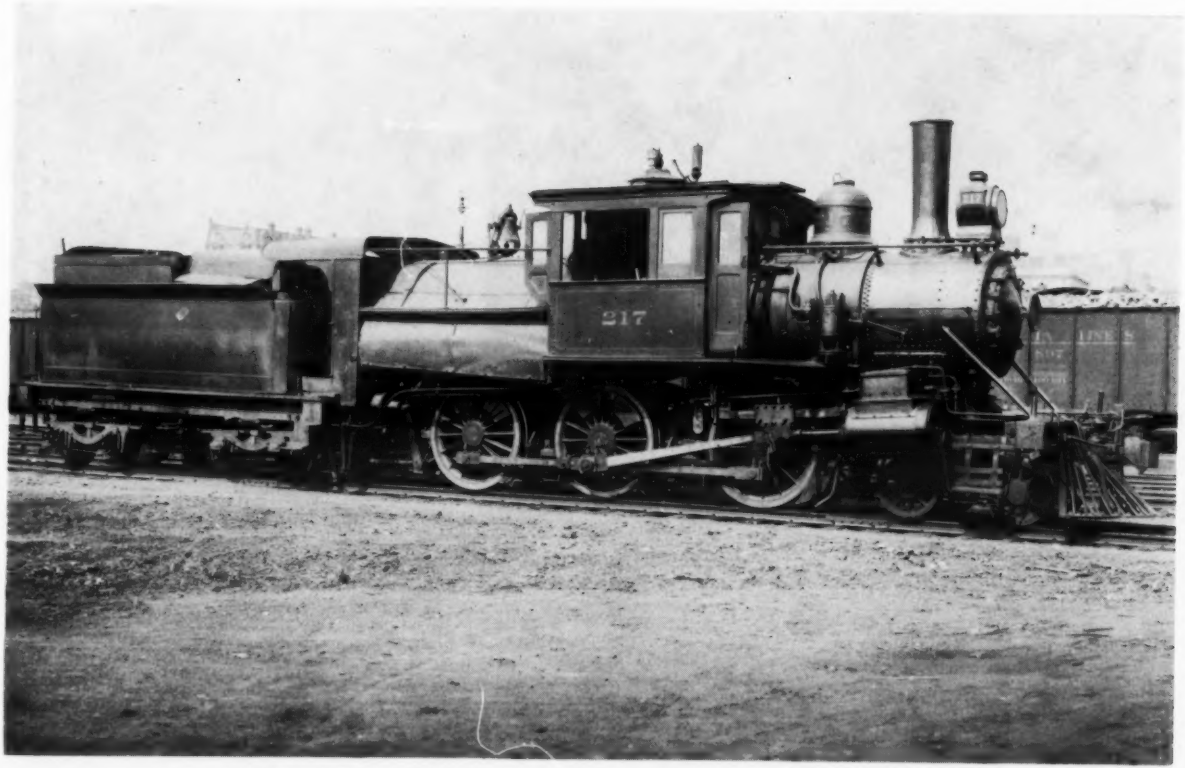
Locomotives bought by the Southern Iron & Equipment Co. from the BR&P

Date Resold	*SI&E No.*	*BR&P No.*	*Type*	*Builder*	*Shop No.*	*Date*	*Purchaser if known*
1/1905	308	75	2-6-0	Baldwin	#9020	1/88	So. Ga. & West Coast, #111
1/1905	309	77	2-6-0	Baldwin	#9023	1/88	Pickens RR #2
8/1905	314	87	2-6-0	Baldwin	#11552	1891	Henderson Lbr. Co. #87, Sanford, Ala.
2/1905	315	62	2-8-0	Brooks	#987	1/84	Cedar Creek Mill Co. #1
2/1918	1245	229	4-8-0	Brooks	#3586	1900	Fort Smith & Western #31
2/1918	1246	232	4-8-0	Brooks	#3589	1900	Fort Smith & Western #32
3/1918	1274	136	4-8-0	Brooks	#3088	11/98	Susq. & N.Y.RR, Towanda, Pa.
3/1918	1275	244	4-8-0	Brooks	#4018	10/01	No record of buyer
8/1919	1420	231	4-8-0	Brooks	#3588	1900	Fort Smith & Western #33
8/1919	1421	242	4-8-0	Brooks	#4016	1901	Fort Smith & Western #34
2/1920	1431	241	4-8-0	Brooks	#4015	1901	F. C. Cubano de Hershey #9
3/1920	1467	238	4-8-0	Brooks	#3595	1900	Georgia Northern RR
3/1920	1469	140	4-8-0	Brooks	#2780	7/97	Texas Gulf Sulphur Co.; Later to Brookhaven Gravel Co. #5
4/1920	1470	?	4-8-0	Brooks			National de Mexico
4/1920	1471	?	4-8-0	Brooks			National de Mexico
2/1920	1475	?	4-8-0	Brooks			Fort Smith & Western #35
2/1920	1473	236	4-8-0	Brooks	#3593	8/00	Toledo, Angola & Western RR
4/1920	1474	?	4-8-0	Brooks			National de Mexico
4/1920	1475	?	4-8-0	Brooks			National de Mexico
4/1920	1476	?	4-8-0	Brooks			National de Mexico
4/1920	1477	239	4-8-0	Brooks	#3603	8/00	Wisconsin-Ala. Lbr. Co. #5; later to La. & N. W. #33
12/1919	1505	161	4-4-2	Baldwin	#19046	1901	Fernwood, Columbia & Gulf #15
3/1920	1551	212	4-8-0	Brooks	#3097	12/98	Fort Smith & Western #36
4/1920	1552	210	4-8-0	Brooks	#3010	/98	National de Mexico
4/1920	1553	215	4-8-0	Brooks	#3163	3/99	National de Mexico
4/1920	1554	218	4-8-0	Brooks	#3166	3/99	National de Mexico
4/1920	1555	219	4-8-0	Brooks	#3356	11/99	National de Mexico
4/1920	1556	228	4-8-0	Brooks	#3365	11/99	National de Mexico
4/1920	1571	9	4-6-0	Brooks	#2807	7/97	National de Mexico
4/1920	1572	192	4-6-0	Brooks	3016	12/98	National de Mexico
4/1920	1573	213	4-8-0	Brooks	#3013	/98	National de Mexico
4/1920	1574	216	4-8-0	Brooks	#3164	3/99	National de Mexico
4/1920	1576	227	4-8-0	Brooks	#3364	11/99	National de Mexico
4/1920	1580	257	2-8-0	Brooks	#26560	12/02	Gulf & Ship Island #70
4/1920	1581	255	2-8-0	Brooks	#26558	12/02	Gulf & Ship Island #71
4/1920	1582	268	2-8-0	Brooks	#26468	12/02	Anglo-Amer. Pet. Co. #127
4/1920	1583	256	2-8-0	Brooks	#26559	12/02	Gulf & Ship Island #72
4/1920	1584	?	2-8-0	Brooks		12/02	Gulf & Ship Island # 73
12/1922	1587	?	4-8-0	Brooks			Wichita Falls, Ranger & Ft. Worth #201
9/1920	1589	?	2-8-0	Brooks			Anglo-Amer. Pet. Co. #2126
9/1920	1592	?	2-8-0	Brooks			Anglo-Amer. Pet. Co. #1
9/1920	1593	160	4-4-2	Baldwin	#19045	1901	Apparently not sold. —Scrapped
9/1924	1631	243	4-8-0	Brooks	#4017	1901	Snake River Lbr. Co. #10 Everett, Wash.
3/1921	1632		2-8-0	Brooks	21x28	1903	Gulf & Ship Island #84
12/1922	1634	?	2-8-0	Brooks	21x28	1903	Western Alleghany RR

Date Resold	*SI&E No.*	*BR&P No.*	*Type*	*Builder*	*Shop No.*	*Date*	*Purchaser if known*
10/1920	1635	302	2-8-0	Brooks	#27750	5/03	Northampton & Bath RR
4/1921	1636	?	2-8-0	Brooks		5/03	Anglo-Mex. Pet. Co. #2069
12/1922	1652	?	4-8-0	Brooks			White-Grandin Lbr. Co. #4
1/1923	1676	?	2-8-0	Brooks	20x26		Grand Prairie Gravel Co. #3
12/1922	1677	223	4-8-0	Brooks	#3360	1899	Banner Fork Joint RR #2
11/1922	1679	?	2-8-0	Brooks			Gulf & Ship Island #75
10/1922	1691	?	2-8-0	Brooks	21x28		Northampton & Bath RR
10/1922	1692	?	2-8-0	Brooks	21x28		Northampton & Bath RR
10/1922	1693	?	2-8-0	Brooks	21x28		Western Alleghany RR
10/1922	1694	?	2-8-0	Brooks	21x28		Western Alleghany RR
10/1922	1695	?	2-8-0	Brooks	21x28		Western Alleghany RR
7/1923	1814	190	4-6-0	Brooks	#3104	12/98	Kirby Lumber Co. #101
7/1923	1815	193	4-6-0	Brooks	#3107	12/98	No buyer
7/1923	1816	191	4-6-0	Brooks	#3105	12/98	No buyer
7/1923	1817	?	2-8-0				Bolinger-Franklin Lbr. Co.
8/1923	1818	273	2-8-0	Bald.	#20719	7/02	Groveton, Lufkin & Nor. #61; later Grogan-Cochran Lbr. Co.
/1923	1839	13	4-6-0	Brooks	#2873	1897	Delaware & Northern #9
/1923	1876	194	4-6-0	Brooks	#3108	1899	No buyer
1/1924	1881	?	2-8-0	Brooks	18x26		Marinette, Tomahawk & Wn. #12
/1925	2062	319	2-8-0	Brooks	#27767	4/03	No record of buyer
/1925	2082	314	2-8-0	Brooks	#27762	4/03	No record of buyer
/1927	2235	233	4-8-0	Brooks	#3590	1900	Gainesville Midland #108

BR&P 237 Brooks #3594-1900 was sold to the F. C. Cubano de Hershey #8 at same time that SI&E #1431 was sold to them. The SI&E shop number is not known.

BR&P 128 was sold to the New York & Pennsylvania #128. Scrapped when road was abandoned.



D. L. & W. 217, ex-No. 97. "General Burnside" Dickson Mfg. Co. C/N 23, 1867.
2nd 1 and 2, SD&ML, were the same as this engine.

The Scranton, Dunmore & Moosic Lake Railroad

By F. Stewart Graham

The Scranton, Dunmore & Moosic Lake Railroad was chartered under the laws of Pennsylvania, on June 3rd, 1902, and was incorporated on June 30th, of that year. It was a standard gauge, steam railroad extending from Dunmore, Pa., near Scranton, to Moosic Lake, a summer resort high in the mountains adjacent to Scranton.

The line, having nine miles of main track and one-half mile of sidings, was constructed in 1902 and 1903, by Burke Brothers, Contractors, who also owned and operated it. It was probably more or less privately financed. There were three intermediate stations between the road's terminals, viz., No. 7, Cobb's Corners and Foley's. The Dunmore station was near the end of the Drinker Street line of the Scranton Street Railway Company, by which, connection was made to the city of Scranton. The total rise between Dunmore and Moosic Lake was about 900 feet, the maximum grade of the road approximating 2.5 per cent.

The railroad was opened to traffic on May 30th, 1903, during the summer of which year it operated as a narrow gauge road, with locomotives and flat cars, the latter equipment to carry passengers, belonging to the contractor-owners. Since operations were restricted to the summer months, this arrangement sufficed during the first season of the road's existence. The road was then changed to standard gauge.

In June, 1904, two light 4-4-0's were purchased from the Lackawanna Railroad, but proved to be unable to handle the trains on the severe grade. Consequently, they were returned to the D. L. & W., in September, 1904, at which time two ten-wheelers were purchased and placed in service. The Company's other rolling stock consisted of eight passenger coaches, two being combination coaches, and two flat cars. The former are said to have been purchased from the Reading Railroad.

Operating on a summer schedule only, the road evidently paid its way, its chief revenue being derived from the many excursions run to the lake resort, during the railroad's six or more years of service.

On September 13th, 1909, due to a misunderstanding of orders, the two trains collided head-on, about one-half mile west of the Moosic Lake station, resulting in such damage to the locomotives that it was not considered worthwhile to repair them, and one more steam railroad passed out of existence.

The Scranton "TIMES," on September 13th, 1909, gave the following account of the accident.

"An inbound passenger train, leaving Moosic Lake at 7:10 this morning, on the Moosic Lake Railroad, collided head-on with an outbound work train about a half-mile from the Lake.

"Paul Slack, fireman on the work train, was out on his engine at the time and was crushed against the cab, sustaining injuries from which he died shortly afterward.

"The collision was due to a misunderstanding of passing orders—the conductor on the passenger train saying he was to pass the work train

2nd 1 and 2, SD&ML, were the same as this engine.

on the first switch west of Moosic Lake; the work train conductor saying his orders were to run through to the Lake.

"There were no passengers on the train bound for Scranton.

"Slack, the man killed, was about 35 years old, married and leaves two or three small children. His home was on Chestnut Street, Dunmore. His body was brought to Scranton and is now at Cusick's morgue.

"The conductor of the passenger train was James McCarthy, and of the work train Martin Healy, both residents of Dunmore and employees of the Moosic Lake Railroad since it went into operation. The men on the engines and cars, when they saw a collision could not be avoided, jumped and escaped with trifling bruises. Slack was the only one to be caught, his body being wedged between the cab and tank as the crash came. He was in a half-reclining position when released, his back evidently broken by the squeeze.

"Both engines were so badly damaged they may be consigned to the scrap pile. They were old engines, formerly used by the Lackawanna Company and were bought by the Moosic Lake Line about the time the road was opened for traffic, and were practically the whole motive power employed."

In late January, or early February, 1910, the American Railways Company took a perpetual lease on the railway, and the new owners completely electrified the line, that year. It was then operated by the Scranton Street Railway System, from 1911 to 1925, when service was permanently discontinued. During this period, the tracks of the street railway company were connected to those of the Moosic Lake line, and cars were operated from Scranton directly to Moosic Lake. For larger excursions and holiday traffic two-car (MU) trains were run.

The road's last report of operations was filed with the Interstate Commerce Commission in 1929.

Locomotives of the S. D. & M. L. R. R.

1st #1. Bought June 4th, 1904, for $4,000, from D. L. & W., ex-134. ex-M&E #110, "John Cooke," built by Danforth L. & M. Co., #1012, 1875. Type 4-4-0. Cylinders 17"x24". DD 64 3/8". Weights, on drivers, 58,000; total 85,000.

1st #2. Bought June 17th, 1904, for $3,800, from D. L. & W., ex-132. ex-M&E #82, "Speedwell," built by Danforth L. & M. Co., 1870. Type 4-4-0. Cylinders 17"x24". DD 64 3/8". Weights, on drivers, 58,000; total, 85,000.

These engines were too light and were returned to the D. L. & W., on Sept. 20th, 1904, where they were given their original numbers. The #132 was scrapped in January, 1909. No. 134 was renumbered to 146, in 1909, and to 439, in 1910. Scrapped May 26th, 1910.

2nd #1. Bought Sept. 20th, 1904, for $7,000, from D. L. & W., ex-203. ex-DL&W #70, "John J. Phelps," built by D. C. & Co., 1860. Renamed "General Sheridan," in 1865. Rebuilt to culm burner, in 1898. Type 4-6-0W. Cylinders 18"x24". DD 57". Weights, on drivers, 93,400; total, 112,000. (Approximate)

2nd #2. Bought Sept. 20th, 1904, for $7,000, from D. L. & W., ex-214. ex-DL&W #65, "W. S. Wetmore," built by D. C. & Co., 1857. Rebuilt to culm burner, in 1897. Type 4-6-0W. Cylinders 18"x24". DD 57". Weights, on drivers, 93,400; total, 112,000. (Approximate)

These two engines were destroyed in the head-on collision of Sept. 13th, 1909, and were sold for scrap.

Sources:

The Scranton "Times," September 13th, 1909.
Pennsylvania Bureau of Vital Statistics.
Mr. Frank X. Burke, son of the builder of the road.
Interstate Commerce Commission.
Miss Elizabeth O. Cullen, Bureau of Railway Economics.
Scranton Transit Company.

One of our members has raised an interesting question—Does anyone know of an instance where a railroad in the United States, painted the name of the conductor on the caboose assigned to him in the same way that some railroads painted the names of the engineers on the cabs of the locomotives? By painted, we mean just that, not chalked but actually painted. If you can give the circumstances, please advise Mr. Freeman H. Hubbard, 112-45 178th Place, St. Albans, L. I., N. Y.

The Northern Cross R. R.

By Chas. E. Fisher

One of our members, Mr. J. O. Spreen of St. Louis, Missouri, has very kindly called my attention to the article under this same heading prepared by the late A. W. Newton in our Bulletin No. 81. The map that accompanied the Newton paper was one projecting this railroad in Illinois under the Internal Improvement Act of 1837 and showed this railroad extending from Quincy, due east across the state to the Illinois-Indiana state line. The section of the road considered by Mr. Newton, from Quincy to Galesburg, is not shown in this map, since it was not authorized by the legislature until 1851. For this reason, there may be some confusion in the minds of some of our readers and a few notes relative to the history of the Northern Cross R. R., the one shown on the map of 1837, may not be amiss.

As you will note from the map, this road was designated to start at Quincy, on the Mississippi River, to cross the Illinois River at Meredosia, and thence build eastward through Jacksonville, Springfield, Decatur and Danville to the Illinois-Indiana State Line. The state appropriated $1,800,000.00 to build the road.

Work was immediately started under a Board of Commissioners that had control of all public improvements contemplated. Murray McConnell of Jacksonville was Commissioner of the First Judicial District and had immediate charge of this road. J. M. Bucklin was made principal engineer and M. A. Chinn his assistant. Mr. Chinn commenced his survey at Meredosia, May 11, 1837, and established a line to Jacksonville, 24 miles distant. Under Mr. F. Hawn, the line on the second division between Jacksonville and Springfield was run. Contracts to grade, construct and complete these two divisions were made with M. Leslie, James Dunlap, Thomas January and Charles Collins. The contract price was $8,430.00 per mile and the road was to be completed January 1, 1840.

The road was built by laying cross ties on sills resting on the grade line and on the cross ties, longitudinal stringers carrying a flat iron rail were spiked. The iron was 2½x⅝" and weighed 13 pounds per yard. On May 8th, the first rail was laid and on November 8, 1838, the first locomotive in the State of Illinois, built by Rogers, was placed on the track at Meredosia.

The road from Meredosia to Jacksonville was completed and accepted by the State of Illinois on January 1, 1840. During this time some $300,000.00 had been expended on the second section to Springfield when work was suspended. Under an Act approved Feb. 26, 1841, the Governor was authorized to expend $100,000.00 to complete the line between Jacksonville and Springfield and the road was completed and accepted on May 13, 1842.

For several years the State operated the road under a lease. On February 16, 1847, under an Act of the Legislature, the Governor was authorized and required to advertise for six weeks and then sell to the

highest bidder, all that portion of the road from Springfield to the Illinois River, including all lands, rights-of-way, engine houses, depots, and equipment. H. N. Ridgley became the new owner on April 26, 1847 for the sum of $21,100 and a corporation known as the Sangamon & Morgan R. R. Co. was charted. Subsequently, they acquired the right to complete the road to the Indiana State Line. Subsequently, Thomas Mather of Springfield and James Dunlap of Jacksonville each acquired an interest.

For nearly a decade this little road struggled along and, in 1857, Mr. Mather visited Robert Schuyler in New York and negotiated its sale for $100,000.00. Mather and Ridgley continued as stockholders and were elected local directors. In 1859 the Sangamon & Morgan was sold to the Great Western Ry. and the work of building it eastward commenced in earnest.

Of the pioneer locomotives on this road, the builders records indicate the following:

The Rogers engine, the first in the State of Illinois, was originally ordered by Charles Oakley of South Carolina and bears the name—"Experiment." The original price was $6400.00 and she was completed June 12, 1838. No reason is given as to the failure on the part of Oakley to accept the locomotive and she was doubtless diverted to the Northern Cross R. R., where she is said to have carried the name or known under the name of "Rogers." She was the fourth engine built and may or may not have followed the pattern of the "Sandusky," their first engine. M. W. Baldwin furnished the State of Illinois two locomotives to be used on this road

Constr #		
107	"Illinois"	completed July 27, 1838—No Data
127	"Illinois"	completed May 13, 1839—No Data

One may well wonder at the similarity of names.

The Rogers, Ketchum & Grosvenor partnership furnished the following for the Sangamon & Morgan R. R.

Constr #					
135	"Pioneer"	July 10, 1848,	4-4-0	10½x20"	60"
140	"Sangamon"	Aug. 29, 1848,	4-4-0	10½x20"	60"
141	"Morgan"	Sept. 8, 1848,	4-4-0	10½x20"	60"
226	"Springfield"	Sept. 12, 1850,	4-4-0	10½x18"	60"

The account of the first locomotive describes it as having a single pair of drivers, no cab, no pilot, whistle nor bell but, it made a great hit with the people. Crowds swarmed into town to view this new wonder and frequent trips were made to the end of the track, eight miles distant. As the day wore on, they became frequently delayed, due to the "hospitality" offered the engineer, and he had to be taken to a hotel to recover.

By mid July of 1839, the little railroad had three pleasure cars for those that wished to witness the railroad in actual operation. Two trips daily were made between Meredosia and Morgan City and the distance of 12 miles was covered in two hours. So eager were the citizens of Jacksonville to have a railroad in their midst that the original line, to

the north of the city was diverted right down the main street to the public square. But, by the time the State finished operating the road, 1847, these locomotives were so worn out as to be of little value that the new owners, for nine months, drew the two car trains with either mules or oxen.

On July 1, 1865, the Toledo & Wabash R. R., the Great Western Ry. of Illinois were consolidated to form the Toledo, Wabash & Western R. R. and this road, was the parent road of the present Wabash R. R.

Now, none of the above affects in any way any of the statements made by the late A. W. Newton, which is correct in every detail. His article was written from the viewpoint of the C. B. & Q. R. R. and none of the above need have been included. It is given here, for the benefit of our members, who might have been confused in the map or title for, the original Northern Cross R. R., as shown on the 1837 map, became the Sangamon & Morgan R. R. in 1847 and the Northern Cross R. R. that became a part of the C. B. & Q. R. R. was not authorized until 1851.

Worth Reading

Compiled by

ELIZABETH O. CULLEN, *Librarian, Bureau of Railway Economics, Association of American Railroads, Washington 6, D. C.*

Books and Pamphlets

"A. A. R."—the Story behind A Symbol, by William T. Faricy. 28 p. New York, San Francisco, Montreal, The Newcomen Society in North America. Address at "1951 Washington Dinner," Newcomen Society, March 30, 1951. Free on request to Association of American Railroads, Transportation Bldg., Washington 6, D. C.

Application of Electricity to Railways 1950. Bibliography of periodical articles . . . , prepared by Edmund Arthur Freeman, assistant librarian, Bureau of Railway Economics, Association of American Railroads. 43 p. Free on request to BRE Library, Transportation Building, Washington 6, D. C.

The Baltimore and Ohio—The story of the railroad that grew up with the United States, by Carroll Bateman. 32 p. Illus. Map in color. "A brief chronology of the B&O" p. 31. "Some B&O Firsts" p. 32. Free on request to B&O Public Relations Dept., Baltimore 1, Maryland.

The Building of Mid-America. 43 p. 20 railroad stories told by a fifth generation member of an Illinois Central family. Free on request to Illinois Central Railroad, Chicago 5, Illinois.

Les Chemins de Fer Suisses après un Siécle—1827-1947. Ouvrage Commemoratif du Département Fédéral des postes et des Chemins de Fer, 5 vol. Illus., part in color, Maps, Facsims., Ports. Foreword by L'Office Fédéral des Transports, v.I,pp.11-13. Bibliographies. Copyright and for sale by Delachaux & Niestlé S.A., Neuchâtel, Switzerland. $5.25 per volume. Edition in German language has title: *Ein Jahrhundert Schweizer Bahnen* and was published by Huber & Cie., S.A., Frauenfield.

. . . *Coal Burning Gas Turbine, Progress Report*—by John I. Yellott, Peter R. Broadley and Frederick D. Buckley. 20 proc. p., 16 illus. and diagrs. Presented at Midwest Power Conference, Chicago, Ill., April 6, 1951. Free on request to Mr. Buckley, American Locomotive Co., Dunkirk, N. Y.

Erie Railroad—Its Beginnings and Today. 28 p. Illus., Map free on request to George C. Frank, Asst. to the President, Erie Railroad, Midland Bldg., Cleveland 15, Ohio. ". . . Part I is a shortened version of an address by Mr. Robert R. Woodruff, Chairman of the Board . . . , describing the early history of the road. . . . The second part brings the reader up to date on the modern Erie. . . " Foreword, p. 2.

Ferrocarril Central del Uruguay, Montevideo, Memoria anual y balance general—año 1949. Presentada al Ministerio de Obras Publicas con fecha 15 de Mayo de 1950. 88 p. Tables. FSdeU now comprises all lines of 6 former British corporations acquired by Uruguayan Government in 1948 and 1949. Appendices include texts of "Convenio de

Compra-Venta" and laws relating to purchases of the railroads. This is the first report of the new company.

How Engineers Can Promote International Understanding, by C. W. N. McGowan, chairman, Metropolitan Branch, Engineers' Guild Ltd. Address in London, May 3, 1951. 6 proc. p. Editorial summary in Railway Gazette, May 4, 1951, p. 487. ". . . barriers . . . language . . . financial . . .," p. 3. " . . . Now for the opportunities . . . Take first of all our engineering societies . . . Our organizations should determine:—(1) (a) where engineering publications now circulate abroad, (b) in what libraries in the world they can be seen and read, (c) where training centers for engineers and technicians exist, (d) where foreign students who have received an engineering training in our own universities are now practicing . . . (II) Having collected and classified all this information the next step would be to devise ways and means of utilizing this large volume of data to provide a world wide distribution of engineering periodicals, reports and books to all who would appreciate such documents. . . We have our Overseas Branch gradually gaining in strength in many parts of the world. Could we not visualize all centres of the Branch as focal points from which contacts could be made with as many as possible if not all engineers no matter what nationality who live within range of each centre? Literature of the type I have referred to could be distributed in this way. . . . " pp. 3-4.

Index of the Interstate Commerce Commission Valuation Reports, compiled by Herbert William Rice, associate professor of history, Marquette University, Milwaukee, Wisc. 128 mimeo p. Published by Association of American Railroads, Washington 6, D. C., May 1951, with this Foreword: ". . . The index lists the names of approximately 1,900 railroads, including operating and lessor companies, and pipe line companies, as they appear in the I. C. C. volume. An added unique feature is the index of railroad companies valuation report citations by states. The Index has been published and distributed in a limited edition only to the libraries and institutions of learning mentioned in the Depository list."

Iraqi Railway Travel Folders: Europe to Baghdad - Babylon - Karbala - Ur of the Chaldees - Mosul - Basrah - A New Route . . . to India and the Far East. In color, with maps, illustrations, and historical notes, as well as "Iraq To-Day." *"Visit Iraq in Comfort"* also mentions "Agricultural and Industrial Opportunities." 4 folders, available from Traffic Manager, Iraqi State Railway, Baghdad West, Iraq, or from offices of Thomas Cook & Son, anywhere. *The Public Timetable for Principal Stations from Dec. 1, 1950,* includes map: *Northern Iraq Summer Resorts District,* p. 9; photographs of *No. 74 Down Train, Mosul to Baghdad, with . . . Stream-Lined Pacific Locomotive,* p. 15; *Places of Historical Interest in Iraq Reached by Iraqi State Railways* and *Iraqi Airways (Iraqi State Railways),* p. 16.

The Lackawanna Story - The First Hundred Years of the Delaware, Lackawanna and Western Railroad, by Robert J. Casey and W. A. S. Douglas. 223 p. Illus., including reproduction of Penrhyn Stanlaus' painting "Phoebe Snow" and ports. of several of "The Men Who Made

the Railroad." How they did it comprises Part II. Part III takes up "Legend and Fact." New York, McGraw-Hill Book Co., Inc. $4.00.

Lake Carriers' Association. Annual Report . . . 1950. 163, VIII pp. Illus., Ports, Tables. Cleveland, Ohio, The Association. "Opening of Navigation" pp. 14-16; "Closing days . . ." pp. 16-18; "Educational Activities of the Current Winter" - Navigation, Engineering and Radar schools, pp. 23-26; "The Sault Library" pp. 30-31 - ". . . During the greater part of the season . . . operated on a twenty-four hour per day schedule . . ."; "Carrying Capacity of the Lake Fleet" pp. 54-57; "Foreign Vessels in the Lake Trade" pp. 61-62; "Iron Ore Movement" pp. 63-75; "The Coal Movement" pp. 77-89; "The Grain Trade" pp. 90-108; "The Stone Trade" pp. 106-107; "Traffic Statements" pp. 111-120; *Louis Carlton Sabin, 1867-1950,* pp. 121-122. " . . . had been actively connected with Great Lakes transportation for a span of sixty years . . . "

List of Typical Railroad Occupations or Positions in Each Reporting Division together with Alphabetical List and Index to Occupational Classification and Reporting Divisions. Part I: List of Typical Occupations or Positions in Each Reporting Division. Part II: Alphabetical List and Index to Occupational Classification and Reporting Divisions, by Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington 25, D. C. 103 mimeo. p. *Its* File 21-B-2, dated April 1951. " . . . This list supersedes the one issued in January 1933, the supply of which is exhausted. As the original classification is no longer in print, and as the number of reporting divisions was reduced from 148 to 128 effective January 1, 1933, it seems advisable to reissue a list . . . arranged in the 128 reporting divisions. . . . "

"L & N"—Its First 100 Years, by John E. Tilford, president, Louisville & Nashville R. R. Co., Louisville, Ky. 32 p. May. New York, San Francisco, Montreal, The Newcomen Society in North America. Address at 1951 Kentucky Dinner of the Society, Louisville, Ky., Feb. 1, 1951. " . . . This Newcomen monograph, dealing as it does with a highly individualistic organization, would be incomplete did it not include a tribute to the men who served the company so well in its formative years. Mention already has been made of John L. Helm and James Guthrie . . . Valuable, however, as Helm and Guthrie were to the L. & N., their importance was somewhat overshadowed by that of Albert Fink, the Teutonic giant (6 ft. 7 in.). A German immigrant, Fink had not only executive ability and great mechanical aptitude, but the courage of a crusader in supporting his convictions. He gave his name to the Fink *bridge truss* which he invented. The Green River Bridge at Munfordsville and the Pennsylvania Bridge at Louisville still stand as monuments to his genius. . . . More than any other one man, he kept the L. & N.'s trains on the track and running as far as it was humanly possible during the destructive and bitter days of the Civil War. . . . So efficient were Albert Fink's methods of reconstruction and prompt restoration of service that the L. & N. was the only main line in the South that escaped military seizure, simply because army officers were convinced that the road could be repaired and operated by Fink better than by themselves. . . ." pp. 9-10, 11.

Near East Railroads and Oil Pipe Lines 1946 - 1951. A Bibliographical Memorandum, by Bureau of Railway Economics Library, Association of American Railroads, Washington 6, D. C. Dated June 30, 1951. 7 mimeo. 1. *Iran,* pp. 1-3; *Iraq,* pp. 3-5; *Saudi Arabia,* pp. 5-6; *Syria,* pp. 6-7.

The New Turkey, by Turkish Information Office, New York 22, N. Y. 48 p. incl. Illus., Maps. "transportation and communication" pp. 27-30.

El Problema Ferrocarrilera de Mexico, by Vicente Fuentes Diaz. 186 p. Mexico, D. F. "Edición del autor."

Progress Report—Coal Burning Gas Turbines, by John I. Yellott, Peter B. Broadley and Frederick D. Buckley. 20 proc. p. 16 Illus. and Diagrs. Paper at Midwest Power Conference, Chicago, Ill., April 6, 1951. Copies available from Mr. Buckley, American Locomotive Co., Dunkirk, N. Y.

Railroads at The Smithsonian, by Harold H. Baetjer. 7 mimeo. p. Washington 6, D. C., Association of American Railroads. Public Relations Dept. Free on request.

The Railway Fuel and Traveling Engineers' Association. Fourteenth Annual Proceedings . . . 1950. 264 p. Price available from the Association, 139 West Van Buren St., Chicago 5, Illinois. *Addresses:* "The Alco—G. E. Electric Equipment" by H. R. Hill; "The Alco Vee Type Diesel Engine" by Stanley E. Lodge; "Effectiveness of the Coordination of Railroads and Smoke Inspectors" by Harry Ballman; "The Elesco Controlled Recirculation Steam Generator" by C. A. Leet; "Gas Turbine Electric Locomotives" by R. A. Williamson; "On the Road Trouble Shooting" by Damon Martin; "Relation of Size, and other Characteristics of Coals to their Performance on Road Locomotives" by Eugene D. Benton; "The Vapor-Clarkson Steam Generator" by G. S. Scott. *Reports:* "Abuse of the Diesel Electric Locomotive" by R. H. Francis; "Controlling Speed of Passenger and Freight Trains by use of Dynamic Brakes" by P. A. Quarles; "Education of Engine Crews —Steam," by A. H. Glass; "Fuel Savings due to Scientific Water Treatment" by A. G. Tompkins; "Handling of Freight Trains by Diesel Electric Locomotives" by F. T. McClure and R. H. Francis; "Handling of Passenger Trains, Pneumatic and High Speed Control" by J. H. Hemsey; "Instruction and Trouble Shooting on E. M. D. Electric Road Passenger and Freight Locomotives" by W. H. Fortney; "Locomotive Fuel Oil" by George E. Anderson; "Rating and Starting Tonnage of Diesel Locomotives" by J. Z. Heskett; "Operation of Yard Diesel Electric Locomotives" by M. G. Stewart.

Railways—Western and Eastern Hemispheres, by J. H. Parmelee, L. J. Kierman, Robert S. Henry, and C. E. R. Sherrington. (In Encyclopedia Britannica, 1951. Vol. 18, pp. 915-953.

Red Nacional de los Ferrocarriles Españoles—Desarrollo de su Plan General de Reconstruction, by RENFE [Spanish National Railways], Madrid, Spain. 215 p. Illus., Maps. Ed. summary: "Modernising the Spanish Railways" in Railway Gazette, July 6, 1951, pp. 4-5.

Report to the Locomotive Development Committee . . . covering the period May 1, 1950 to April 30, 1950, by John I. Yellott, director of

research, and Peter R. Broadley, assistant director. Dated Dunkirk, N. Y., June 1, 1951. 43 p. Illus., Tables, Diagrams. Philadelphia, Penna., Bituminous Coal Research, Inc. 2609 1st Natl. Bank Bldg.

A Review of Operations in 1950, by Julius H. Parmelee. 55 p. "Reprinted by permission from RAILWAY AGE of January 15, 1951. Figures revised to April 1, 1951." Washington 6, D. C., A. A. R. Bureau of Railway Economics—Special Series No. 82. Free on request.

Steve Mather of the National Parks, by Robert Shankland. Introduction by Gilbert Grosvenor. xii, 326 pp. Illus., Map, xxii p. New York, Alfred A. Knopf. $4.00. See Index under "railroads"; Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, Great Northern, Northern Pacific, Santa Fe, Union Pacific, and Gray, Carl; Harvey, Fred; Hill, Louis W.; McCormick, Ernest O.; and, (on pp. 3-4) " . . . A railroad promotion agent, his name now regrettably lost, . . . coined a slogan. It went: "See America First.' . . . "

The Story of the Bill of Lading, by Charles W. Braden, general traffic manager, National Distillers Products Corp., 120 Broadway, New York 5, N. Y. 18 p.

The Story of the Monad, by Northern Pacific Railway, St. Paul 1, Minn. 12 p. " . . . The design is called the great Chinese Monad or the Diagram of the Great Extreme. . . ."

Suggestions for Books and Other Material on Railroads in the United States for Students of Current Transportation. October 1, 1951, by Elizabeth O. Cullen. 25 mimeo. p. Washington 6, D. C. A. A. R. Bureau of Railway Economics Library. Free on request.

To Speed Your Ore through Baltimore, by Baltimore & Ohio Railroad, Baltimore 1, Maryland. cover-title, 8 p. incl. illus., map. " . . . The new import ore facility—a pier 650 feet in length, and two ore unloading machines . . . "

The TRAFFIC DICTIONARY—revised and enlarged edition, by George T. Stufflebeam. 4th ed. v, 292 p. New York 7, N. Y., Simmons-Boardman Publishing Corporation, $3.75. "A handbook of domestic and foreign trade transportation terms, phrases and abbreviations" the practical use of which extends far beyond the transportation field into any studies of the "American" and "international languages."

Articles in Periodicals

America, Inc., by Gerald W. Johnson. Vogue, July 1951, pp. 38,51. *Accompanied by A Gallery of the Unarmed Forces—Sixty Men in Their working Clothes,* photographed by Irving Penn, pp. 38-50. Four of them are a railroad engineer, station sweeper, train sandwich vendor, and a porter. " . . . These Unarmed Forces of America are unique. . . . there is also something that the nation can collect from them. That is reassurance. . . . "

British Railways Standard Locomotives—Designed for Both Mainline Passenger and Freight Service. Class "5". Railway gazette, May 4, 1951, pp. 497-498. Illus., Diagrs. Editorial comment p. 487. *Class "7".* Railway gazette, February 5, 1951, pp. 125-129, 134. Illus. and diagrs. Ed. comment: "The First Standard Locomotive" p. 115. " . . . named

Britannia . . . " See also: *Tests of the New "Britannia" Class Pacifics.* Railway gazette, May 25, 1951, pp. 584-585. Illus., and diagrs. Ed. comment, pp. 575-576.

Casey Jones een beroemd machinist. Nieuw Spoor, Utrecht, Netherlands, April 1951, pp. 110-113. Translation of words of song, *Casey Jones,* p. 111, with music, pp. 112-113.

Crankcase Explosions—Diesel Locomotives, by L. L. Luthey. Southern & Southwestern Railway Club Proceedings . . . March 15, 1951, pp. 10-26.

The Cubs Study Railroading. Railway age, July 16, 1951, pp. 52-53. Illus. "April was 'Railroad Month' for some 830,000 Cub Scouts —the 8 to 10-year-old 'kid brothers' of the Boy Scouts of America . . ." Letter from Col. Harry Ownes, Transportation Corps, p. 53, mentions that his organization "made a small contribution" by arranging an exhibit of a train at Higashi Station, in Japan, for the Cub Scouts over there. Ed. comment "Get Them While They Are Young" p. 30.

The Early History of Four Massachusetts Railroads I-II, by Charles J. Kennedy. Bulletin of the Business Historical Society, March 1951, pp. 52-72; June 1951, pp. 84-98. Boston & Lowell, Boston & Worcester, the Eastern and the Western railroads.

"Electro-Motive Night"—On the Road Trouble Shooting, by Dave Martin, Jr. Central Railway Club of Buffalo Chronicle, April 1951, pp. 53-59. Paper, Feb. 8.

Erie Railroad Magazine—Centennial Issue, May 1951. Illus. "The Pioneer Erie—The Modern Erie" by Jim Alan Ross, pp. 4-13. "A Century of Power pp. 14-15. "Erie Survey—1835" pp. 16-19. "1st Annual Report" pp. 20-23.

The GP and E-8 Diesel Locomotives as Manufactured by the Electro-Motive Division of General Motors, by T. B. Dilworth. Illus. The Southwestern Railway Diesel Club Official Proceedings, February 13, 1951, pp. 9-29. See also: *Diesel Locomotive Material and Supply Problems,* by E. C. Dezendorf, pp. 31-43.

Hoops and Hookey—Rail-life with Father on the Santa Fe Consisted of Work, Indians, Antiques and No School for a 10-Year-Old Girl, by Vinita Bledsoe. ". . . Our mail was thrown off to us from the passenger train, and since I could outrun Father, I always reached the paper first to read about John D. Rockefeller's stomach, Harry K. Thaw's trial, and Lolita Armour's illness. But the news of the San Francisco earthquake came over the wire. 'Hush,' Father commanded, 'listen.' The report of the tragedy was being given in detail to officials visiting the Canyon. I was glad to be able to get the word first hand. . . . "

Inauguration of Indian Regrouping Scheme—Formation of Southern Railway as the First six Zonal Systems. Railway Gazette, May 4, 1951, pp. 495-496. Map showing gages and electrified sections. Ed. comment pp. 488-489, notes the zonal administrations, and names by which railways will be known.

International Railway Research. Railway Gazette, May 25, 1951, p. 573. "Further co-operation by the railway administrations of Europe and contiguous countries in the face of their common difficulties is shown

in the work of the Office de Recherches et d'Essais (O. R. E.) recently set up under the aegis of the International Union of Railways. Its objects are: pooling of the means of research and of the results of research by member railway administrations; prosecution of certain joint investigations, and standardisation. . . . Day-to-day management is in the hands of Mr. F. Q. den Hollander, President of the Netherlands Railways, who has provided an office at Utrecht, . . . "

The Land Grant Legend, by H. H. Gross. Railroad Magazine, August 1951, pp. 28-49. Illus. and Facsims. " 'Westward the Course of Empire Takes Its Way at the rate of 50 feet every 24 hours'—so the saying went in the late 1800s."

The Modern Erie Railroad—Celebrating the 100 Anniversary . . . Modern Railroads, May 1951. Illus. "Great Lakes to the Sea," 1851-1951.

A New Railroad Comes to Life. Railway Age, July 9, 1951, pp. 66-67. " . . . The Quebec, North Shore & Labrador . . . " Pictures with captions. See also: *Construction under way on 350-mile Line to Canadian Ore Deposits—Inaccessibility of location and rigorous climate are among obstacles to be overcome in building railroad to reach rich iron ore reserves in Labrador.* Railway Age, July 23, 1951, pp. 34-37. Illus. Map, p. 36. " . . . Men and supplies were flown into the interior in an amphibious plane, until landing strips could be constructed near Knob Lake and at Waconna near Mile 97, after which land planes have been used. A Fairchild C-119 'flying boxcar' was loaned . . . by the U. S. Air Force . . . It was used to fly 15 International-Harvester TD-14A tractors, bulldozer blades, a Dominion power shovel, and several Bucyrus-Erie 8-cu.yd. wheel scrapers to Knob Lake . . . Aside from the 'flying boxcar,' the fleet of planes now total 12 ships, including two helicopters which are used for the most part in survey work . . . Although it is expected that the project will be completed in three years, only the 1951 construction is definite at this time. . . . "

The Opposed-Piston Diesel Engine, by G. A. Mueller. Canadian Railway Club Official Proceedings, March 12, 1951, pp. 23-42. Illus.

Passenger Locomotives for Benguela Railway—Designed for Burning Wood Fuel and Equipped with Steam Reversing Gear. Railway Gazette, May 11, 1951, pp. 526-527. Illus. and Diagrs. 4-8-2 Class 11 locomotives built by North British Locomotive Co., Ltd. and " . . . shipped in the fully erected condition to Lobito, Angola. . . . built for 3 ft. 6 in. gauge . . . for hauling passenger trains of 500 tons up gradients of 1 in 80, and for negotiating a curve of 300 ft. radius . . . "

Passenger Traffic Number—1951. Railway Age, May 21, 1951. 190 p. incl. Illus., Maps, Tables and Advertising carrying out theme. "We are here presenting—with a change in emphasis and a change in time of appearance—our 13th issue devoted in its entirety, excepting the regular news pages, to the interests of passenger traffic . . . [Editorial, p. 67] "Lots of Streamliners—Almost Everywhere" pp. 78-86, includes: "New streamliners" p. 79; Map: *The Parade of the Streamliners"* pp. 80-81; "Inventory of the Nation's Streamliners" pp. 82-85. "Taking Off the Lemons" pp. 86-88, mentions "Three Classes of Trains: Hope-

less; Maybe; Okay" as well as "head-end" traffic and "States are Key to Puzzle" pp. 86-88.

Performance of "WP" Class Locomotives—Performance in service on the Indian Railways of the New Series of Broad-Gauge Passenger Engines, by G. da Costa, senior locomotive designer, Indian Government Railways. Railway Gazette, July 6, 1951, pp. 10-15. Illus., Diagrs, Graphs, Oscillograph records.

Private Planes . . . Will They Have A Place in Railroad Operation and Maintenance? by Charles J. Miller, assistant roadmaster, Western Pacific. Illus. "[The views expressed in this article are the author's own, and do not necessarily reflect opinion of the management of the Western Pacific . . .]" Ed. note, p. 74.

"Purchases and Stores Night"—*Material Shortages and Controls on the Railroads,* by W. H. Ruskaup; *The Long and Short of Steel Supply,* by Bennett S. Chapple, Jr. The New York Railroad Club Official Proceedings, May 17, 1951, pp. 165-169; 170-176, with Discussion pp. 176-184. Mr. Ruskaup's paper "adapted" in Railway Age, May 28, 1951, pp. 23-24, with title: "Material Shortages and Controls and Their Effect on Railroads."

Railway Exhibits at the South Bank Exhibition [in Festival of Britain]. Railway Gazette, May 4, 11, 18, 1951, pp. 487-488; 524 and 541; 558-559. Illus.

Rubber-Tyre Coaches in Switzerland—Important Weight Reduction compared with Standard Light-Weight Stock—In Experimental Vehicles with Michelin-Type Wheels. Railway Gazette, May 18, 1951, pp. 561-562. Illus. " . . . in trial service since December, 1950, on light expresses running between Berne and Lake Lucerne . . . " on Swiss Federal Railways.

Some New Slants on Electric Traction—Economies and Innovations in Electrification discussed at Toronto. [by American Association of Electrical Engineers at summer general meeting, June 25-29, 1951] Railway Age, July 16, 1951, pp. 44-46, 51. Illustrations.

Terminologia Ferroviaria Americana—I. Trazado. Boletín de la Asociación Permanente, Asociación del Congreso Panamericano de Ferrocarriles, January-February 1951, pp. 26-31. Progress report of committee compiling dictionary of railroad terms in North and South American railroad languages. I, lists engineering and maintenance of way terms in Spanish, followed by English translation in parentheses, with definition in Spanish.

The Trackmobile—A Versatile Device for Handling Railway Cars, by I. R. Metcalf. Railway Club of Pittsburgh Official Proceedings, May 1951, pp. 60-63.

The Trans-Arabian Railway—American Interests Are Constructing a Standard-Gauge Line from the Persian Gulf into the Interior of Saudi Arabia. Railway Gazette, April 30, 1951, pp. 442-443, 449. Map showing completed and projected sections, p. 442. Illus. Ed. comment: "A New Railway in Arabia" p. 426, mentions: " . . . The project is being undertaken by the Arabian American Oil Company (Aramco). . . . the king, reputedly a railway enthusiast, insisted on a railway . . . In deference

to his wishes, Aramco agreed to build a railway and recover its cost from the Government later. Saudi Arabia now regains the railway communication which it has lacked for more than 30 years, having been derelict since Lawrence's exploits in the 1914-18 war. . . . "

Two-Way "Snow Consumer" Developed—New Combination Rotary Plow and Melter Has Been Further Perfected after being Tested in Service on the Canadian Pacific during this Past Winter. Railway Age, July 9, 1951, pp. 72-73. Illus. " . . . designed to 'eat' snow under conditions of restricted space, such as exist around yards and terminals, . . . the answer of Wm. Bros. Boiler & Manufacturing Co. to the railroads' snow-fighting problems . . . "

Week End on the New Super Chief—A Report by Thomas W. Phipps. Vogue, June 1951, pp. 78-83, 135. Illus. part in color. " . . . Mary and I are week end experts. . . . But this one was our first . . . on rails. . . . "

What Makes "Precision Transportation"? Performance Begins with Rolling Equipment Design; Next Comes Maintenance and Utilization—Why the N. & W. Sticks to Coal, by H. C. Wyatt, asst. general supt. of Motive Power, Norfolk & Western. Railway Age, May 28, 1951, pp. 31-33. Illus.

The World's Worst Railroad Headache, by Ollie Atkins and Sylvia Crane Myers. Saturday Evening Post, July 14, 1951, pp. 26-27, 126-127. The Korean Railway, now operated by 3rd Transportation, Military Railway Service.

Wreckproofing the Railroads, by Alden P. Armagnac. Popular Science, July 1951, pp. 50-55. Illus. " . . . automatic speed control for trains is about to be applied on the largest scale in railroading history. . . . "

New Books

Main Line of Mid-America, The Story of the Illinois Central, by Carlton J. Corliss, 490 pages, includes index and brief chronology, 8½x5½, illustrated. Published by Creative Age Press, New York, N. Y. Price $4.75.

Carlton J. Carliss spent more than half of his railroad career in the Engineering and Public Relations Department of the Illinois Central. Railroad history, especially of the railroads he served, has long been his hobby and the Association of American Railroads did all of us a kindness in releasing him from their service, in order that this book might be prepared.

To prepare a history of a railroad that served the North, South, East and West, to include all its ramifications including the lines that make up this present system, was no easy task unless the author knew thoroughly his subject and enjoyed its preparation. Originally planned for two volumes, it was reduced to one to keep it within a certain sales price but the reduction has been so skillfully accomplished as to make the book a genuine pleasure to read.

The oldest railroad line, now a part of the Illinois Central was the West Feliciana R. R., started in 1832; the I. C. was chartered at Springleld, Illinois, February 10, 1851; in 1853, Abraham Lincoln represented the road in his most important lawsuit; New Orleans was linked by rail in 1860 with the North; the Illinois Central was the first land-grant railroad and the first to promote colonization on a large scale and the first shipment of fruit, under refrigeration, originated at Cobden, Illinois, in 1866. This private enterprise probably did more than any other private agency to restore commercial relations between the North and South, at the close of the war.

Some of the most colorful as well as great figures in American history will be found in this book—Black Hawk, Andrew Jackson, Henry Clay, Daniel Webster, Jefferson Davis, Stephen A. Douglas, Mark Twain, Allan Pinkerton, George B. McClellan, P. G. T. Beauregard, Stuyvesant Fish, Edward H. Harriman and, last but by no means least—John Luther (Casey) Jones.

To the mind of this critic, this book is an honest and well deserved tribute to one of our greatest railroad lines. Furthermore, its preparation was entrusted to a man who not only thoroughly knew but loved his subject and his work should serve as a guide post for similar works to follow. It is one of the best, if not the best history of a railroad that has been produced in years.

Mileposts on the Prairie, The Story of the Minneapolis & St. Louis Ry., by Frank P. Donovan, Jr., 310 pages, with index and bibliography, 8½x5½, illustrated. Published by Simmons-Boardman Publishing Corp., New York, N. Y. Price $4.50.

To many of us, the author of this book needs no introduction after his bulletin—The Railroad in Literature. He has skillfully prepared a history of a Granger road that has had as much hard luck and adversity that ever befell an American railroad.

Organized in 1870 to provide the milling interests of Minneapolis an outlet to the south and east that would be independent of the larger roads and with W. D. Washburn as the guiding hand, the road prospered and gained fame in serving Lake Minnetonka, a resort as popular then as Bar Harbor and Saratoga Springs is today. The late Edwin Hawley acquired control, merged it with the Iowa Central and used both to acquire other roads that spanned half of this continent. With his passing, the road fell into sadder days; put up at auction forty-two times and no takers, plans of dismemberment by the I. C. C. and no one seemed to get what they wanted or afraid some other road would get it; finally, the forty-third time, Mr. L. C. Sprague acquired control and, under his management, it has become known as one of our most reliable railroads with trackage, dieselized motive power and rolling stock of the best. Also, the road is free from debt.

Perhaps the author has been a bit severe on the banking interests that wanted to dismember the road. These men are not railroad men, they are only interested in the security of their dollars but, it has been definitely proven that all the best minds conceded that only dismemberment remained for the road yet, how eloquently Mr. Sprague proved that they were wrong.

History of this road did not come easily—there has been a lot of good, hard research in the preparation of this volume. I like the author's tribute to the employees. They are genuine. Many authors include them because they seem to think it is the thing to do but Frank Donovan writes because of his acquaintanceship with them. Even Kickapoo Hill, famous because of Fibber McGee and Molly, is not overlooked, thanks to the deft touches of the author.

The author had no cinch in the preparation of this history but he has used every opportunity at his command to make it interesting, readable and authentic and, he deserves a lot of credit.

The Building of the First Transcontinental Railroad, by Adele Gutman Nathan, 180 pages, 8¼x5½, illustrated. Published by Random House, New York, N. Y. Price $1.50.

Adele Nathan was associated with the late Edward Hungerford in the "Fair of the Iron Horse" of 1927 and similar shows in Chicago, Cleveland, Rochester and New York City. She is not only an author but, she knows something about railroads. In this book, written for—the younger generation, she has set out to portray the building of the Union Pacific and Central Pacific Railroads in simple down to earth fashion. She has based her history from the different stories of "on the spot" witnesses, diaries and news accounts. In her preface is a paragraph we might all remember—"History is not just dates and places. It is a collection of the things that men and women and children think and do and say, and the reports they make and the stories they tell. Everybody who writes about history has his own point of view and that's what makes the study of history so exciting." No truer words were ever written and, whether you're fourteen or forty, I believe you will enjoy this little book.

The Roundhouse Cat and Other Railroad Animals, by Freeman H. Hubbard, 124 pages, 8½x5½, illustrated. Published by Whittlesey House, McGraw-Hill Book Co., New York, N. Y. Price $2.00.

Almost all children love animals and the great majority are interested in railroads. This book combines both in a series of interesting and well written stories that are based on actual incidents.

There is the story of Tom, the roundhouse cat that saved a train; that of William, the goat that was favored by a dining crew getting into trouble when his little mistress went visiting; the mix-up of Toby and Rex, two dogs that travelled on one bill of lading; two horses, Grant and Julia that played a part in building one of our Texas railroads; Eric the bear that worked himself loose in a baggage car and spent a hectic day therefrom; a beaver family that flooded the railroad tracks and Suzy, the circus elephant, that held up the parade for a juicy watermelon—all told in an interesting fashion and well illustrated by Kurt Wiese. Comparisons are sometime odious but, as a lover of cats and having a fourteen year old very much in evidence, I think Tom is my favorite story.

The authors of the four books which your Editor has reviewed are all members of this Society, something in which we can take pride. With Christmas not far distant, they may serve as an idea for a gift. The works of Carlton J. Carliss and Frank P. Donovan, Jr. are well worth having in one's own library and if you have any sons, daughters, nephews, nieces and "grands," the last two books may appeal to them.

Transportation, Vol. 5, pages 1-38, year 1951. A publication of the Connecticut Valley Chapter, National Railway Historical Society, Inc., 11¼x8⅝, illustrated. Copies may be procured from Roger Borrup, Warehouse Point, Connecticut. Price $1.00, postage 10c additional.

For a number of years the Connecticut Valley Chapter of the National Railway Historical Society has published under this heading some very well written and prepared articles dealing chiefly with the street railways of New England. This number includes the history of the Exeter, Hampton & Amesbury Street Ry., a line that touched on the borders of Massachusetts and New Hampshire. The line was a consolidation of the Exeter Street Ry. Co. and the Amesbury & Hampton Street Ry. Co., both serving those places named, the former having a line to Hampton Beach, a famous summer resort. The booklet is printed on good calendered paper, the illustrations are clear and sharp, the history is authentic and well written and includes a roster of equipment. The other article—The Maybrook Line—as your Editor pointed out to Mr. Borrup, has numerous illustrations of the Poughkeepsie Bridge and of a "fan trip" this chapter took over the route in 1947. There are some historical notes prepared by the Publicity Dep't. of the New Haven R. R., but the make-up is that type used by the railroads for distribution on these "fan trips." There is a full page devoted to a Central New England Ry. timetable showing the service that road gave on October 30, 1916.

World Railways, 1950-1951, over 600 pages, 8½x12½, illustrated, compiled and edited by Henry Sampson, published by Sampson Low, Marston & Co., Ltd., 25 Gilbert St., London, WE, England. Price £3/3/0. American distributor, Rand McNally & Co., 536 South Clark St., Chicago (5), Illinois. Price $25.00.

This book is fashioned after "Jane's Fighting Ships" and "Jane's All the World Aircraft" and is published by the same publishing house. The work is divided into six parts and about half of the book is devoted to the North American railroads. Both the English and metric systems of weights and measures are used and there is also a list of motive power builders of the world.

Suppose we take for example, our oldest American railroad—the Baltimore & Ohio. On the first page devoted to this road we learn the head office is at Baltimore, Md. and then follows a table showing the mileage, trackage and the amount of equipment owned. This is followed by the area served, the separately operated companies, the preponderating traffic, historical notes and the floating equipment. The "named trains" list the "Capital" and "National" limiteds giving the route, distance, running time, etc., and this, with a map and the insignia of the road completes the first page. The next page contains a clearance diagram and tables and data relating to the permanent way, train control and signalling and another table giving data on the notable bridges and tunnels. The third page gives a gradient profile between New York and Chicago and the position light signal indications. The fourth page contains a table relating to their steam locomotives. On this road, the class EM, P-7 and T-3b are illustrated together with a diagram and tables of dimensions. Another page follows with two views of the "Cincinnatian" and a diagram of the DP-4 diesel. The next page lists the diesel-electric and the electric locomotives with illustrations from each group with a table for the one illustrated. The last page is devoted to the rolling stock with four illustrations and details for both passenger and freight equipment. This, in a measure, is the pattern for each of the 58 larger American systems covered in this book.

Granted, if you own a picture of B & O No. 5307, unless you know the classification you will never learn its identity but, this book was not published for that purpose. It does afford a method of comparison between our own American railroads, it also gives comparative features with our railroads and the others in the world and, between its covers, it contains a whale of a lot of information that you'd have to do a lot of digging to find elsewhere. For reference and comparative purposes, one would have to look in many places for this information and, you might not find it.

To prepare a work of this kind takes time and the statistics as they relate to motive power and rolling stock are not based on those of last week or last month but, they are comparable with the other railroads. There is no question but that this book has and will fill a long felt want for our educational institutions, public libraries and to those individuals who are interested in owning a copy.

ALBERT WILLIAM NEWTON

1867 — 1950

Albert William Newton, for twenty years Chief Engineer of the Chicago Burlington & Quincy Railroad, died at St. Luke's Hospital in Chicago, Illinois, at 3:30 P. M. October 10, 1950, aged 83 years, 8 months and 18 days. He was born in Jerseyville, Illinois, January 22, 1867, where he passed his childhood, grade and high school days. Upon graduation from high school he entered upon post graduate work, devoting three years to the study of mathematics, languages and engineering.

He was elected County Surveyor of Jersey County, Illinois, in 1888, which post he held until 1895. During this period, beginning in 1892, he engaged in a general engineering practice, specializing in hydraulics. His work in this field brought him to the post of Chief Engineer of the Sny Island Levee and Drainage District, at Pittsfield, Illinois, in 1898, where he remained until September, 1900, when he was appointed Assistant Engineer on the Chicago & Alton Railroad at Kansas City, Missouri, and Bloomington, Illinois. He held this post until March 15, 1903, but during this time he was "loaned" to the Burlington to locate the Old Monroe-Mexico Branch in Missouri, and, upon leaving the Alton, was appointed Engineer of Construction on this same project.

On completion of this work in August, 1904, he was assigned to making surveys in Illinois, in connection with grade reduction between Galesburg and Bushnell and similar work in connection with the reconstruction of the Jacksonville South-eastern Railroad which had been recently acquired by the Chicago, Burlington & Quincy Railroad Company. Duties as Assistant Engineer in Chicago occupied him from November 1, 1904, and in December of that same year he went to the Missouri District as Engineer. In January, 1907, he was appointed General Inspector of Permanent Way and Structures, reporting to the Operating Vice President in Chicago. November 11, 1908, he was made Superintendent of the Creston Division, where he remained until February 5, 1909, when he was brought back to Chicago and assigned to special work on the Colorado & Southern Lines, which had just come under control of the Burlington.

On January 1, 1914, he became Chairman of the Federal Valuation Committee, and one year later, January 1, 1915, he was made Assistant to President and placed in charge of valuation matters, continuing as Chairman of the Valuation Committee. A short time later he was appointed to the Engineering Committee of President's Conference Committee of the Railroads, in connection with Federal Valuation.

He was made Chief Engineer of the Chicago, Burlington & Quincy Railroad on January 1, 1917, and remained continuously in this office until his retirement, under company pension rules, on February 1, 1937. His services, however, were further available as consulting engineer, and thereafter he busied himself with many matters concerning the railroad he had so long served.

Research in the early history of the railroad, as well as other phases of history, were his concern in his later years, and many manuscripts in the files of the Burlington attest to his thoroughness in this work. A series of papers prepared by him dealing with the early history of the railroads in Illinois which became the early Chicago, Burlington & Quincy Railroad, and other characteristics of the development of those roads, are now appearing in the Bulletins of The Railway & Locomotive Historical Society, the one which will describe the St. Charles Air Line being his last work. He was a Life Member of the American Society of Civil Engineers, and of the American Railway Engineering Association. Burial services were conducted at Peoria, Illinois, October 13, 1950. Two sisters and one brother survive.

Frank J. Peterson

Many of our members will be sorry to learn of the passing of this member on March 22nd last, at his home in Los Angeles. Employed by Warner Bros., his hobby was locomotive and train pictures and many of our members may recall his work in both Trains and Railroad Magazines, especially his article on steam on the Pacific Electric during war time that appeared in the former.

At the time of his death he was forty-three years of age, had lived alone for the past ten years, had a host of friends and was very active in the local railroad clubs, especially the Railway Club of Southern California. His ethics were comparable to those that helped found this Society and, it may do no harm to state what they were.

Shortly after the turn of this century, there were several of us that enjoyed the opportunity of photographing either locomotives and trains and exchanging prints with those interested in the same hobby. No locomotives were "spotted" as is done on these "fan" trips, we had to catch as catch can, clean or grimy, weather good or bad, and altho' the results were not always all that could be desired, each man respected the efforts and the work of the other. Of those that have passed on, the late Karl E. Schlachter, whose work with the U. S. Geologic Survey took him to many places east of the Mississippi River, made him a prime favorite and I don't believe there ever was a time that he did not respect the work of the other fellow. The late O. H. Means and A. A. Loomis, Jr., whose picture interests centered in and around their homes were of the same type.

It is true that in some instances we swapped negatives and I mean by that as such opportunity offered, we took two pictures of a locomotive instead of one, retaining one for our own files. Records were kept of the pictures taken, the time, place, even the weather and such information as the locomotive badge plates would yield was added to the data. There was a certain amount of pride in being able to furnish a print with as much data as possible either on the reverse side or in an accompanying letter. The same applied to the prints of the older locomotives. The chap who goes out, scours the country, goes to the expense of having

copy negatives made has a right to feel a certain sense of proprietorship in his efforts. To make a copy of his work, without his permission, never was regarded as good ethics by the "older crowd."

With the increasing interest in locomotives and trains during the past two decades, in many cases there has been a decided change in ideals. A short time ago, your Editor saw a notice in one of the current magazines of some one in Oregon having a number of negatives of Maine Central locomotives. Investigation showed that the owner of these negatives had purchased them from someone else and that altho' he regarded the Maine Central as his favorite road, all the data that he could supply was the road number of the locomotive, which was clearly evident on the print. Where the picture was taken or when, who built the locomotive, its class or dimensions, he was totally ignorant—and this, his favorite road!

Not long ago there appeared in one of the current magazines a beautiful print of a Baldwin 4-4-0, with good smoke effect, pulling a three car passenger train. A few months later, one of our members while on his vacation, made a special effort to visit that road with the hopes of photographing either the locomotive or the train, only to find that "freight only" was the rule, diesels had replaced steam and the picture that had intrigued him, even tho' published only a few months previous, had been taken ten years ago!

Whether one is interested in antiques, glassware, clipper ships or what have you—the date plays an important part in its interest and value and, the same applies in this hobby. Whether you take your own photographs or whether you acquire them through purchase or exchange, it is your responsibility or you should take enough pride in your ownership, to be able to tell something about it, else why did you bother to take or acquire the picture. In view of the rapid replacement of the steam locomotive by the diesel, it is my hope that the editors of some of our magazines will see fit to add the date to the line containing the descriptive material, thus properly placing the picture in the decade it properly belongs. Granted, this cannot be done with the older material that has been copied but it can and should be done by those that made the photograph with their own camera and, in so doing no little interest and value will be added to the print or illustration.

Frank J. Peterson was but little known amongst our general membership but he had a host of friends in his immediate vicinity. His ethics were comparable to those of Karl E. Schlachter and the others and those that have gone before him, those that formed the backbone and made this Society what it is today. And, with his passing, let those of us that remain, be reminded that in these loose times of where the rights of others but scant recognition is paid, we too, can well afford to be reminded of the high standards they regarded as a part of their tradition.

In Memory of

HORACE H. DELANO

Annual Member

Belvedere, Marin Co., California
Who Died on June 6, 1951

JOSEPH P. S. DUFFY

Annual Member

Hicksville, New York
Who Died on February 15, 1951

DONALD R. MACBAIN

Annual Member

Cleveland, Ohio
Who Died on May 20, 1951

STANLEY F. MERRITT

Annual Member

Secretary-Treasurer
Pacific Coast Chapter
Who Died on June 25, 1951

CHARLES R. MOORE

Annual Member

Maplewood, New Jersey
Who Died on May 16, 1951

FRANK J. PETERSON

Annual Member

Los Angeles, California
Who Died on March 22, 1951